

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

JUL 10 1968

Acquisitions
Section Hq 610A

William F. McKee
Administrator

68-28 July 8, 1968

ATCS STANDARDS NEGOTIATIONS CONTINUE . . . Representatives of FAA and the Office of the Secretary of Transportation are continuing discussions with the Civil Service Commission on the Air Traffic Control Classification and Qualification Standards. The FAA comments on the standards were forwarded to the Commission on May 20. Further discussions were held on June 5, 7, 10, 24, 28 and July 1. Status reports on the AT standards will continue to appear in INTERCOM.

DR. LEARNED RECEIVES FAA'S HIGHEST HONOR . . . Dr. Edmund P. Learned, who formerly served as economic consultant to both the Administrator of the FAA and to the Chairman of the President's Advisory Committee on the Supersonic Transport (SST) Program, has received FAA's highest honor, the Extraordinary Service Award. The presentation was made last Tuesday by Administrator McKee in a ceremony in Washington. Dr. Learned received a gold medal, lapel ribbon and certificate citing him for making exceptional contribution to the nation's SST program. Dr. Learned served as economic advisor on the SST program to the FAA Administrator and to the Chairman of the President's SST Advisory Committee, former Secretary of Defense Robert S. McNamara, from April 1966 until May 1968. His knowledge of economics, finance and business was a significant factor in the analyses of the economic feasibility of the SST.

ZEROING IN ON ZERO=ZERO . . . FAA pilots logged more than 500 successful landings during a month-long flight evaluation of a prototype automatic all-weather landing system (AWLS) capable of putting an airplane on the runway under simulated zero-zero visibility conditions. With the AWLS, which was developed and installed by the Lockheed-Georgia Co. in one of its giant C-141 "Starlifter" jets for the joint FAA-U.S. Air Force program, the pilot's role is one of a monitor. All decisions in operating the controls, which keep the aircraft on course at the proper rate of descent and speed, are performed by small but complex sensitive computers, each about the size of a shoe box. The pilot, however, remains in command at all times and may override the automatic system at his discretion and either elect to land manually or execute a missed approach. The flight tests at NAFEC marked the first attempt by agency pilots to evaluate a completely integrated AWLS under field conditions.

INCOME SURTAX DEDUCTION DATE ESTABLISHED . . . Increased deductions for Federal income tax will be applied to all wages paid after July 13. For most FAA employees, this increased withholding for the 10 per cent surtax will be reflected in the July 24 pay check.

NEW SPECIAL PAY RATES ESTABLISHED. . . The Civil Service Commission has established new world-wide special pay rates. The following special rates will become effective July 14, and will apply to FAA employees in these special pay categories: professional engineers and architects, industrial hygienists, physicists, meteorologists, chemists, operations researches and certain other scientific positions, GS=5 through GS-12.

Grade	1	2	3	4	5	6	7	8	9	10
GS-5	\$7,456	\$7,648	\$7,840	\$8,032	\$8,224	\$8,416	\$8,608	\$8,800	\$8,992	\$9,184
GS-6	8,221	8,433	8,645	8,857	9,069	9,281	9,493	9,705	9,917	10,129
GS-7	9,078	9,311	9,544	9,777	10,010	10,243	10,476	10,709	10,942	11,175
GS-8	9,498	9,755	10,012	10,269	10,526	10,783	11,040	11,297	11,554	11,811
GS-9	10,154	10,436	10,718	11,000	11,282	11,564	11,846	12,128	12,410	12,692
GS-10	10,847	11,157	11,467	11,777	12,087	12,397	12,707	13,017	13,327	13,637
GS-11	11,563	11,903	12,243	12,583	12,923	13,263	13,603	13,943	14,283	14,623
GS-12	12,580	12,986	13,392	13,798	14,204	14,610	15,016	15,422	15,828	16,234

GS-602 Medical Officer Series

Geographic Coverage: Worldwide

Grade	1	2	3	4	5	6	7	8	9	10
GS-11	\$13,263	\$13,603	\$13,943	\$14,283	\$14,623	\$14,963	\$15,303	\$15,643	\$15,983	\$16,323
GS-12	15,828	16,234	16,640	17,046	17,452	17,858	18,264	18,670	19,076	19,482
GS-13	18,249	18,729	19,209	19,689	20,169	20,649	21,129	21,609	22,089	22,569
GS-14	19,771	20,336	20,901	21,466	22,031	22,596	23,161	23,726	24,291	24,856
GS-15	21,098	21,757	22,416	23,075	23,734	24,393	25,052	25,711	26,370	27,029

GS=1825 Certain Air Carrier Operations Inspectors and Specialists^{1/}
Geographic Coverage: Worldwide

GS=1825 Aviation Operations Specialist, Grade 15 only ^{1/}
Geographic Coverage: Washington, D.C.

^{1/} (Note: Eligibility for these special rates is limited to incumbents of positions cited whose duties require them to be type rated on one or more turbojet aircraft used by commercial airlines, and to maintain their proficiency by recurrent training.)

Grade	1	2	3	4	5	6	7	8	9	10
GS=13	\$17,289	\$17,769	\$18,249	\$18,729	\$19,209	\$19,689	\$20,169	\$20,649	\$21,129	\$21,609
GS=14	19,771	20,336	20,901	21,466	22,031	22,596	23,161	23,726	24,291	24,856
GS=15	21,757	22,416	23,075	23,734	24,393	25,052	25,711	26,370	27,029	27,688

PROMOTIONS AND REASSIGNMENTS . . . Jack E. Cayot, Technical Assistant, Supersonic Transport Staff, Engineering and Manufacturing Division, Flight Standards Service; Alan B. Klevit, Chief, Statistical Analysis Branch, Information and Statistics Division, Office of Management Systems; William G. Brown, Chief, Program Systems Development Branch, Data Systems Division, Office of Management Systems; George R. Ramsey, Chief, Program Support Branch, Facilities Establishment Division, Logistics Service; Albert Garon, Chief, Management Systems Development Branch, Data Systems Division, Office of Management Systems; and Wallace Collins, Electronic Engineer, OIAA, TAD, NAAS, Greece.

DIRECT LINE COLUMN TO BE CONTINUED . . . Responses have been favorable to the "Direct Line" column in FAA HORIZONS. Before submitting material, employees are encouraged to discuss questions with their supervisor or local P&T office. However, if you prefer, address your questions to Joseph H. Tippetts, PT-1. They will be answered in "Direct Line" as space permits. All questions should be signed, and should relate to personnel and training programs, policies and procedures.

TRUE TIME-AND-A-HALF OVERTIME PAY PROPOSED . . . A legislative proposal to authorize true time-and-a-half overtime pay has been forwarded to Congress. The proposal, if enacted, would enable FAA to pay its people "directly involved in air traffic safety" one-and-a-half times their hourly rate for all overtime worked, regardless of grades.

NON-FOREIGN AREAS ALLOWANCES, DIFFERENTIAL RATES UNCHANGED . . . No change is authorized in the cost-of-living allowance or post differential rates for non-foreign areas. As a result of surveys conducted in the fall of 1967, the CSC determined that cost-of-living allowance rates would remain as follows:

<u>Location</u>	<u>Rate</u>
Alaska	25 per cent of base pay
Hawaii	15 per cent of base pay
Puerto Rico	5 per cent of base pay
Virgin Islands	5 per cent of base pay

Indexes based on surveys are as follows: (Washington, D. C., the base level, equals 100) San Juan, Puerto Rico, 106.3; Honolulu, Hawaii, 115.2; St. Thomas, Virgin Islands, 102.3. No surveys were made in Alaska.

PROGRAM OF NAS SYMPOSIUMS COMPLETED . . . The Technical Training Division of the Office of Training has announced the successful completion of the program of NAS Symposiums for Managers. Over 50 classes were conducted by Academy instructors in the regions and at Washington Headquarters during FY-68. Approximately 500 managers and supervisors were briefed on the functions and implementation of the NAS subsystems and the effects of automation on FAA management. Comment and feedback indicated the symposiums met the need for which the course was designed == to acquaint non-operational personnel with the minimum essentials of NAS.

ANOTHER FAA FILM TAKES NATIONAL HONORS . . . The film "The Right Time to Fly," sponsored by Flight Standards Service, was voted an award of merit certificate in the 1968 Film Contest by the National Committee on Films for Safety, Chicago, Illinois. This is the second year that the FAA has received a national award for the production of a motion picture contributing to the prevention of general aviation accidents. It is a 10-minute color film to be shown by FAA inspectors to point out private flying hazards due to pilots' emotional upsets.

WANT AN INSTANT THUNDERSTORM? . . . A NAFEC team has been at the Oklahoma City RAPCON making tapes of storms to establish a video tape library to be used in the Weather Outline Generator. The purpose of this library is to have available the material to run tests on the terminal video digitizer. By use of tapes instead of live radar, the team has available "instant thunderstorms" for tests.

STUDENT CONTROLLERS TO BE TRAINED . . . In what may be the Nation's first academic program to train FAA air traffic controllers, Miami-Dade Junior College has been chosen to conduct a program to train students in air traffic control. Miami-Dade has begun its first class in Air Traffic Management as a cooperative venture in which students will take tours of duty as FAA controllers while studying with the college. Miami Area Office personnel have been working closely with Miami-Dade for some months to set up this "first-of-its-kind" FAA-approved controller curriculum.

PURSE-SNATCHER STRIKES AGAIN . . . INTERCOM has taken frequent occasions to remind Headquarters employees -- especially the ladies -- to be extremely wary of leaving purses, wallets, and other valuables unattended. Sadly, some gals have not heeded the warning. During the last week, there has been another rash of purse-snatch strikes, conducted by a very skilled and practiced thief, or team of thieves. For your own protection, take your purse with you or lock it inside your desk.

BROWN BAG BLJOU . . . The FAA Club would like to provide periodic free entertainment at lunch time to employees of FAA and the Office of the Secretary. Would you be interested in some employee choral groups, band combos, single musical acts (organ, piano, trumpet, violin, harmonica, etc.) If there are enough volunteers, the FAA Club will stage a monthly or bi-monthly show in the auditorium, lobby or maybe even outside (weather permitting). If you're interested in joining the fun, call Mary E. Healy, 25651 or James Strnad, x27831.

MID-DAY MATINEE . . . "The Extra Step," a 30-minute film addressed to the people in Government to assist them in serving the public. Showing will be every 40 minutes in the Auditorium from 11:30 a.m. to 1:30 p.m., July 9, 10 and 11.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

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JUL 11 1968

Acquisitions
Section

SPECIAL DELIVERY

William F. McLean
Administrator

July 9, 1968

PROPOSAL MADE FOR AVIATION INDUSTRY/FLYING PUBLIC TO HELP PAY FOR NAS IMPROVEMENT

In response to a letter from President Johnson, DOT Secretary Boyd has transmitted to Congress proposed legislation " . . . to provide for the imposition of additional airway user charges and for other purposes."

In his letter to Secretary Boyd, President Johnson noted that, " . . . due to the apparent rapid growth of commercial and private flying, a demand for substantial expansion and improvement of the nation's air traffic control system is being evidenced. The Federal Government is the manager of this system, and therefore the system improvement will require additional large outlays of Federal funds."

The President continued, "Those who will benefit most from such expenditures -- the flying public -- should pay their fair share of the costs of the system."

The legislation which Secretary Boyd proposed in response to this request is primarily a realignment of the present tax structure relating to aviation.

Monetary support of other modes of government-financed transportation facilities, such as the Panama Canal and the St. Lawrence Seaway, is assigned to the actual users. Similarly, the government-financed airway facilities should be paid for primarily by the users of the system -- the flying public.

The proposed bill would:

- Increase the passenger ticket tax from five per cent to eight per cent. This means that for an airline ticket of \$100, the passenger would pay an additional three dollars more than he presently pays;
- Impose a new tax on air freight waybills of eight per cent. In this way, air freight would be taxed in the same manner as are passengers;
- Provide a full refund to air carriers of the four cents per gallon gasoline tax; (It is intended that aircraft carrying passengers who have paid the ticket tax should not be required to further pay a tax on fuel).

- Increase the effective tax rate on gasoline used by general aviation from the present two cents per gallon to seven cents per gallon in Fiscal Year 1969, to eight cents per gallon in Fiscal Year 1970, to nine cents per gallon in Fiscal Year 1971 and to 10 cents per gallon in FY 1972;
- Impose a new tax on jet fuels used by general aviation of seven cents per gallon in FY 1969, rising by annual one-cent increments to 10 cents per gallon in Fiscal Year 1972.

The formula for determining these rates is one which is called the "unit-of-use" method. Similar methods are employed by other Federal agencies involved in Government-financed transportation facilities.

What would the proposed tax structure mean to the general aviation pilot? As an example, a 150-mile trip for a Cessna 172 would mean just 77 cents in tax. In the case of a Lear Jet, the increase in operating costs for a 400-mile journey would be 4-1/2 per cent.

The monies made available by the adoption of the proposed user tax structure would be used to maintain and improve facilities which are necessary to the safe and efficient use of the air traffic system. The money would further make available the increase in facilities and personnel which is necessary if the air traffic system is to continue to provide the service required by those who use it.

The following chart will give you an idea of how the agency expects to allot its proposed funds over the next five years. FAA appropriations for airport grants, operating the two national capital airports and the development of the civil supersonic transport are omitted from this table. The dollar expenditures shown are not precise amounts but are indicative of the general level of the programs.

Estimated Expenditures of the FAA
Fiscal Years 1969-1973
(In Millions)

<u>Estimated Expenditures by Appropriation</u>	<u>Five Year Total</u>
Operations and Maintenance:	\$4,525
a. Domestic Airway	3,914
b. Other, including Safety Regulatory	611
Facilities and Establishment:	1,055
a. Domestic Airway	972
b. Other, including Safety Regulatory	83
Research and Development:	267
a. Domestic Airway	207
b. Other, including Safety Regulatory	60
Total, Three Appropriations:	5,847
a. Domestic Airway	5,093
b. Other, including Safety Regulatory	754

As the ATC system is a common system, used by both civil and military aviation, it is not intended that the civil user pay the entire bill. In fact, based on the "unit-of-use" method of costs, some civil agency functions would continue to be supported through general tax revenues. The following table shows both the estimated expenditures of the domestic air traffic system from each of the segments of aviation compared to the anticipated revenues under the proposed tax for the years 1969-1973.

(Expenditures in Millions of Dollars)

<u>Domestic Air Traffic Expenditures</u>		<u>Proposed Revenues</u>	
Air Carrier Share	\$2,776	8% Ticket Tax	\$2,512
		8% Waybill Tax	325
General Aviation Share	1,252	7-10¢ Fuel Tax	290
Military Share	1,065		0
Total	\$5,093	Total	\$3,127

While there is no "exact" way to allocate costs among the users, the method used is the best available at the present time. As the above chart indicates, over the next 5 years approximately \$2 billion will still be required from general tax revenues to support FAA expenditures.

In essence, then, the proposed legislation to modify the existing tax structure related to air transportation in the United States would make the monetary support of the air traffic system more equitable. The users of the system would, in effect, pay for the facilities which they use, much in the same way that the services of private industry are paid for by those requiring those services.

The idea is not a new one. The implementation of this method of financing for the air traffic control system has been discussed and studied for more than a decade.

In the words of General McKee in his remarks to the House Appropriations Committee " . . . we must face up to a program of sensible and equitable user charges to meet the increased cost of the (air traffic) system."

The proposed legislation to modify the existing tax structure is such a plan.

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William F. McLean
Administrator

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POLITICAL ACTIVITY DOS AND DON'TS . . . The Civil Service Act of 1883 and the Hatch Act of 1939 both protect Federal career employees against possible political pressures which could result from their taking an active part in partisan political activity. The May 13 issue of HORIZONS explained what employees may and may not do in this regard. Posters on political activity rules are also being distributed to each FAA facility. Employees should pay careful attention to these guidelines because the penalties for infraction are severe -- ranging from a minimum of suspension without pay for 30 days to a maximum of removal from the service. If uncertain whether a contemplated action would violate the rules, an employee should contact his supervisor, personnel office or regional counsel. Be sure to get a ruling before engaging in any political activity. Ignorance of the law will not preclude the imposition of penalties.

NEW TRAINING TECHNIQUES, DEVICES STUDIED . . . Representatives of the FAA Academy, Systems Maintenance Service and the Office of Training have met to formulate plans and establish an action agenda for studying new training techniques and devices. Work is now well underway on this effort to identify new training and educational techniques, devices and methods that could be used to improve the efficiency and effectiveness of FAA training programs. The study group is busy contacting Navy, Army, Air Force, other Government agencies, contractor representatives, universities, training institutions and private industry. Among the areas being explored are filmed lessons, recorded lessons, paper trouble-shooting, programmed learning, closed-circuit TV, student centered training, video tapes, etc. The anticipated completion date of this study is Oct. 1.

COMMON IFR ROOM BEGINS OPERATIONS . . . Radar control functions at the New York Common IFR Room began at JFK July 15. Speakers at the dedication ceremony included Oscar Bakke, Associate Administrator for Plans; Joseph Blatt, Associate Administrator for Development; Chris Walk, New York Area Manager; and George Gary, Director, Eastern Region. Louis Leon will act as chief of the new facility. The CIFRR will handle terminal traffic from the three New York airports, six secondary airports and the two downtown New York heliports. The facility brings together more operations than have ever been consolidated before. In 1967, the three separate terminal facilities (JFK, LaGuardia and Newark) handled over 1.3 million flight operations.

KEY EXECUTIVES REASSIGNED . . . Administrator McKee has approved reassignments of the following top executives on a detail basis. The moves are: James T. Murphy, Manager of Headquarters Operations, to Acting Deputy Director, Bureau of National Capital Airports; Charles H. McKeon, Director of Audit, to Acting Manager of Headquarters Operations; and Eugene D. Slyman, Deputy Director of Audit, to Acting Director of Audit.

ESIS/FARE SELECTIONS ANNOUNCED . . . Dr. John P. Skelly, Regional Flight Surgeon, Aviation Medical Division, Eastern Region; George J. McConnell, Chief, Architect/Engineering Section, Environmental Development Division, SRDS; Robert H. Stevenson, Chief, Program Analysis and Planning Group, Manpower and Planning Staff; Marvin H. Yost, Chief, NASPO Field Site Office, Los Angeles ARTCC, Western Region; Kenneth S. Hunt, Jr., Chief, Safety Standards Branch, Standards Division, Airports Service; Mark E. Baldwin, Aerospace Engineer, EU Region, Brussels, Belgium; Max W. Duncan, James H. Lashbrook and James D. Jefferson, Electronic Technicians, OIAA, TAD, Saigon, Vietnam; Lawrence A. Greiner, Harold G. Hale, Richard L. Hawkins, Donald J. Schaefer, Larry W. Skinner, Larry A. Taylor, Joseph F. Gallagher, Walter R. Plattel, Robert E. Bennett and Terry D. Falkner, Air Traffic Control Specialists, OIAA, TAD, Saigon, Vietnam.

NEW HOLIDAY, 3-DAY WEEKENDS SET . . . Public Law 93-363 provides that the second Monday in October will be observed as Columbus Day, beginning in 1971. In addition to this new Federal holiday, the act also provides that Washington's Birthday, Memorial Day, and Veterans Day will be observed on Mondays. Beginning January 1, 1971, Federal legal holidays will be as follows:

New Year's Day, January 1.
Washington's Birthday, the third Monday in February.
Memorial Day, the last Monday in May.
Independence Day, July 4.
Labor Day, the first Monday in September.
Columbus Day, the second Monday in October.
Veterans Day, the fourth Monday in October.
Thanksgiving Day, the fourth Thursday in November.
Christmas Day, December 25.

The delay in the effective date will enable State legislatures to consider similar provisions for their jurisdictions.

COAST GUARD/FAA AIR SYMPOSIUM SLATED . . . A joint Coast Guard/FAA symposium, to be held in San Francisco from Oct. 29 through Oct. 31, will investigate technological advances in search-and-rescue operations. The group, which will include air carrier and safety equipment manufacturers, will further examine remaining problems in the areas of safety and search-and-rescue equipment and techniques.

RADAR BRITE DISPLAYS BEGIN OPERATION . . . The first three of 88 radar "BRITE" displays, television-like radar screens set-up which can be used in the bright light of a tower cab, have been commissioned at the Newark, Dallas-Love and Birmingham Towers. Employing a cathode ray tube, the cab radar will enable controllers to detect potential traffic conditions more easily and expedite traffic flow.

CONTROLLER AID EXPLAINED . . . A special FAA-developed computer which can be used by air traffic controllers to land more airplanes in a given time at a busy airport was the subject of a talk in San Francisco recently by an agency air traffic expert at a national meeting of the Operations Research Society. William H. Koch, Chief of Air Traffic Control Systems at NAFEC, where the device was developed, said the computer calculates, more accurately than can human controllers, the differences in approach speeds of various planes and their separation distances.

NEW PARACHUTE JUMPING RULING ANNOUNCED . . . Use of so-called "breakaway" cords or tapes, to help pull the main canopy out of its pack in static line parachute jumps, will become mandatory August 7. The ruling came about primarily as a result of a number of jumping accidents attributed to improper extensions of the pilot chute (main chute), or entanglements of chutes with jumpers. The required devices, which are attached to the static-line, pull the pilot canopy out of the pack shortly after it is opened by the static line. It then breaks or separates. The new regulation requires that the assist device be attached by currently qualified parachute riggers or by the jumper himself.

ALASKANS ASSURE SUCCESS OF 'BOY'S STATE' . . . More than 100 high school boys from all over Alaska attended the second Alaska Boys' State convention. Allen Golat, STIC at Gulkana, Alas., was the personnel coordinator for the week-long event. Transportation for the guest speakers and visiting dignitaries was provided by the Gulkana Station personnel. Funds donated by Northway Area personnel sponsored one of the boys who attended.

FAA PHYSICIANS HONORED . . . Doctors Stanley Mohler, Gordon Norwood and Albert Cierebiej, Office of Aviation Medicine, were recently certified by the American Board of Preventive Medicine in Aviation Medicine. This now makes eight FAA physicians who are Diplomates in Aviation Medicine.

RULE-MAKING SUMMARIZED . . . During the period of June 26 to July 9, 1968, effective August 1, 1968, the FAA issued Amendment 137-3 to modify the definition of agricultural aircraft operation; to relax the requirement regarding carriage in the aircraft of airworthiness and registration certificates; to change the title of § 137.37 to reflect the proper meaning of that section and to restrict operations over noncongested areas to the actual dispensing operation. The FAA also issued Amendment 151-23, effective July 1, 1968, to implement the revised equal opportunity regulations issued by the Secretary of Labor on May 21, 1968. The FAA also issued Notice 68-14 proposing to provide for an extension of the period during which an FAA official may, on his own initiative, reverse a medical certificate issued by an aviation medical examiner.

FAA EEO FILM SHOWN ON CLOSED-CIRCUIT TV . . . The agency's EEO Film "How About Billy Wilson?" was shown to approximately 300,000 students in 950 schools throughout the metropolitan Washington, D. C. area on closed-circuit educational television. The film is designed to stimulate interest in a career in aviation and emphasizes the agency's policy on equal employment opportunity for all citizens. The unique method of reaching students by this channel of communication has great possibilities in locations where educational television is available.

BLIND STUDENTS TOUR WASHINGTON NATIONAL TOWER . . . Arthur Stevens, watch supervisor at WNA Tower, assisted by controllers Cliff Wanzer and David Venti, recently provided a tour of the tower for the "best listeners" they ever encountered. The 10 high school honor students at the New York Institute for the Blind are all either partially or totally blind, and the seven graduating seniors in the group have received college scholarships. The students asked questions ranging from ATC separation to air/ground communications. Stevens commented that this tour was one of the most rewarding that he has ever been privileged to conduct.

NEW LOOK FOR MIM TRANSMITTAL . . . A three-month test of a new cover sheet for the weekly Management Information Manual transmittal started July 12. The new sheet indicates reasons for revising each chart and will highlight significant items. It should also prove useful for internal circulation within the offices of MIM holders as a means of alerting people to new information. Comments are solicited from recipients concerning this sheet or the MIM in general. They will be used to determine whether or not the new feature should be made permanent. Send comments to MS-200.

WHY DON'T YOU ROLL YOUR OWN? . . . Recently, field organizations have been having problems with travelers requiring airport pickup and delivery service. If you travel on official business, "roll your own," that is, if you need transportation, arrange in advance with the appropriate Interagency Motor Pool to provide a Government-owned vehicle. See your motor fleet manager for review of FPMR 101-39.504 which lists GSA pool locations, services and rates. If more economical, a commercial rental vehicle can be obtained. If your travel is for short duration/distance, you should consider the use of the local taxi service for this purpose.

AWARDS AND REWARDS . . . Supersonic Transport has presented Alice Afton with a Quality Within-Grade Pay Increase. Harold Blaylock and John Zalovick have received their Quality Within-Grade Increases from BNCA. William Henry has been awarded a Sustained Superior Performance from BNCA.

REMEMBER 1926? . . . Forty Washington-based FAA "Old Timers" of the fairer sex who do remember met at a luncheon reunion recently. There was much reminiscing of "the old days" -- of Bureau of Air Commerce, of CAA -- as well as learning what these ladies are now doing. Duties range from volunteer work in church and educational activities, to fishing, travel, real estate, -- and just sitting. Retirees and present employees who would like to receive notices of future reunions, send your name, address and telephone number to Mrs. Florence Burrows, 9608 Bruce Drive, Silver Spring, Maryland 20901. If there are any brave mailes around who would like to be included (with or without wives), just send your name to Mrs. Burrows.

PICNIC DATE SET . . . The Federal Aviation Club Annual Picnic will be held Saturday, August 3, at Carderock Pavillion (Beltway Exit 15) from 11 a.m. til dark. Events will be scheduled all day long -- with lunch, ice cream, snacks and beverages included in the ticket price. Members' price: \$2.00, children \$1.00; guests: \$3.00, children \$1.50.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

William F. McLe

Administrator

68-30 July 22, 1968

YOCs SCHEDULED TO MAKE VISITS . . . Summer employees participating in the Career Opportunities for Youth (COY) Program are being scheduled to visit various potential employers. The COY Program is a nationwide program designed to provide career and job information to federally employed youths ages 16 to 21. The Civil Service Commission has developed a list of occupational areas and has secured typical employers to act as hosts for these visits. FAA employees involved in this program have already been requested to indicate occupational preferences and are being scheduled to visit preferred occupational areas during the summer months.

ESIS SELECTION ANNOUNCED . . . Oscar T. Grann, Chief, Radio Frequency Section, Voice Communications Systems Branch, Communications Development Division, Systems Research and Development Service.

OVERTIME PAY FOR TRAVEL PENDING CLARIFICATION . . . The CSC is planning to issue further clarification of its regulations on overtime pay for travel. As soon as this is received, FAA will issue further guidance material on this subject.

OPTIONAL INSURANCE CERTIFICATE DISTRIBUTED . . . The new Life Insurance Certificate supplements (Form G 3385 OPT) have been printed and are being distributed. Employees enrolled in the new \$10,000 optional insurance who have not received a certificate may obtain one by contacting their P&T Division. Because of short supply, there may be a delay; but additional supplies have been ordered and should be received soon.

INCREASED INCOME TAX WITHHOLDING . . . FAAers will receive a smaller salary check on July 23 because the 10 per cent income tax surcharge will be withheld. Suggestions were made to the Civil Service Commission to have both the increased tax withheld and the pay raise effective the same pay period. This was not possible because the law specifies that the increased tax withholding be made from wages paid on and after July 14. Your salary check for the pay period beginning July 14, which will be received on or about August 6, will reflect the pay raise.

SAFETY REMINDER == GO WHEN IT'S YOUR TURN . . . Did you ever stop to think what a traffic signal is? It's just a time clock with different lights to attract your attention. Its only purpose is to measure time so that each street gets a fair share and to signal when to go or stop. It doesn't tell you when to go but only when it is your turn. You still have to be sure that the way is clear. It tells you when you should stop but it doesn't stop you. That is something you have to do yourself.

SENATE COMMITTEE REPORTS FUNDS . . . Last week the Senate Committee on Appropriations recommended an appropriation of \$678,829,000 for operations. This is \$15,750,000 over the budget estimate and the House bill. The regular budget estimates provided for a net increase of 1,631 positions; the additional \$15,750,000 would provide 1,996 additional positions. Included are an additional 1,505 positions for air traffic, 359 positions for maintenance and 132 positions for flight standards. Consistent with this action, the Committee has also proposed an amendment to exempt positions in the air traffic control system from the employment reductions required by Section 201 of Public Law 90-364. The sum of \$191,500,000 is recommended for facilities and equipment, \$121,500,000 over the budget estimate and \$126,500,000 over the House bill. The additional funds, if approved, would provide for additional requirements in en route facilities and services; terminal area services, which include airports surveillance radar and automated radar traffic control and air traffic control towers; flight service stations; air navigation facilities; instrument landing systems; and aircraft related equipments -- items directly related to air safety. In Research and Development, the Committee recommended an appropriation of \$38,500,000 which is \$10,500,000 over the budget estimate and \$11,500,000 over the House bill. This increase would go for overall system modernization. The Committee recommended an appropriation of \$65,000,000 for grants-in-aid for airports for fiscal 1970. The House had deferred this item awaiting action on the new Federal-aid to airports program. The Committee concurred with the House in the elimination of the requested \$223,000,000 for fiscal 1969 for the civil supersonic aircraft. Further, the Committee concurred with the rescision of \$30,000,000 of funds previously appropriated.

Summary of Senate Appropriations Committee Action
on FY 1969 Appropriation Request
(Amounts in Thousands)

<u>Appropriation</u>	<u>Request</u>	<u>House Allowed</u>	<u>Senate Committee Allowed</u>	<u>Senate Committee Allow. Compared to Request</u>
Operations	\$ 663,079	\$663,079	\$678,829	\$+ 15,750
F&E	70,000	65,000	191,500	+121,500
R&D	28,000	27,000	38,500	+ 10,500
O&M, NCA	9,019	8,900	8,900	-119
Construction, NCA	1,000	700	700	-300
Grants-in-Aid for Airports	<u>1/</u> 65,000	-0-	65,000	-0-
Civil Supersonic Aircraft Development	223,000	-0-	-0-	-223,000
(Rescission)	(=)	(-30,000)	(-30,000)	(-30,000)
TOTAL	\$1,059,098	\$764,679	\$983,429	\$-75,669

NOTE: Senate Committee proposes exemption of air traffic control system personnel from employment limitation (P.L. 90-364); also retains House language re lease/purchase of jet aircraft.

1/ \$65,000 requested for FY 1970; \$70,000 available for FY 1969.

AGRICULTURAL AIRCRAFT OPERATION REDEFINED . . . The term "agricultural aircraft operation" has been redefined to exclude such activities as bird scaring and frost dissipation which do not involve the dispensing of any pesticides or herbicides. The change will permit persons other than those holding an agricultural aircraft operator's certificate to engage in nondispensing activities. The change becomes effective August 1.

FLYING SOUTH OF THE BORDER . . . The agency has a few words of advice for pilots planning to fly to Mexico for the Olympics this fall. You'll find them in "Flying Safely to Mexico." In addition to providing general safety information on flying south of the border, the pamphlet also lists the various documents pilots must have in order to operate an aircraft into and out of Mexico. Free copies are available from Office of Information Services.

HAPPINESS IS A FRIEND IN NEED . . . A new approach to accident prevention -- the personal and friendly approach -- was initiated this month by the agency with the assignment of 31 specialists in accident prevention to field offices in the central and southwestern United States. These specialists will spend much of their time traveling hangar door to hangar door getting to know general aviation pilots in their assigned areas. They also will be available for pilot seminars, flight instructor clinics and other general meetings as well as for courtesy check rides with individual pilots. Through this face-to-face contact, FAA hopes to make private pilots more safety conscious and thus promote a general upgrading of flying skills. The 31 accident prevention specialists all have extensive general aviation backgrounds. Each has an average of 20 years' flying experience during which time he has logged some 8,000 hours in the air. In addition, each is a graduate of a specialized accident prevention course given in Oklahoma City. The accident prevention specialist's program will undergo a two-year evaluation in the central and southwest regions. If successful, it will be implemented on a nationwide basis.

MEDICAL APPLICATIONS INCREASE . . . During FY-68, the Federal Air Surgeon reports 449,090 airman medical applications were received and processed. Although predictions are sometimes forgotten when they don't hold true, the Office of Aviation Medicine predicted that 447,600 medical applications would be received in this fiscal year. That's an 0.33 per cent error!

FAA=CONTRACTOR DESIGN TEAM VISITED AC & SW . . . The design team for Automated Manpower and Personnel Information System visited the Aeronautical Center and Southwest Region recently. The team studied personnel and training data and records maintained and utilized and solicited recommendations as to refined data requirements.

CONDOLENCES OFFERED TO TWO FAA FAMILIES . . . FAA offers condolences to the families of Dorothy Myers and William Watson. Mrs. Myers, who was Chief Nurse in the Headquarters Medical Clinic for many years, passed away July 16. Contributions to the American Cancer Society, in her name, are being accepted by Mrs. Yates at the clinic. Mr. Watson, a former FAA employee, was struck by lightning on July 6. Employees who wish to contribute to a memorial fund which has been established for his six children may send checks, payable to the William Watson Memorial Fund, to Perpetual Building Association, 6224 Pike, District Heights, Md. 20028.

McKEE TO BE HONORED UPON RETIREMENT

Hundreds of friends and associates of General McKee will be on hand to honor the Administrator on July 26 at the Washington Hilton Hotel. All FAA employees (and their spouses) are invited to attend the festivities, beginning with a cocktail hour at 6:30 p.m. in the Terrace Room. At 7:30 the fun will be transferred to the elegant International Ballroom, for dinner and entertainment, featuring the Air Force band, the USAF bagpipers and the USAF color guard. General McKee will be the object of attention after dinner with presentations -- serious and spoofing -- made by Secretary Boyd, Mr. Thomas and others. Table reservations for a party of eight to ten can be made by calling Mr. Spud Murphy, ext. 25605. Individual tickets are also available from Mr. Murphy. The \$10 cost of each ticket covers both the cocktail hour and the dinner. Checks may be made payable to "FAA Party," and tickets must be purchased before noon on July 24. Dress is informal.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

JUL 30 1968

William F. McKee
Administrator

68-31 July 29, 1968

Acquisitions
Section Hq 610A

FAA BUDGET GOES TO JOINT COMMITTEE . . . The Senate has passed the FAA budget delineated in last week's INTERCOM. The FAA appropriations bill will now be sent to a joint Senate-House Committee, where the differences in the House and Senate bills will be resolved.

FAR PART 91 AMENDED . . . The agency has amended Part 91 of the Federal Aviation Regulations ("General Operating and Flight Rules") to spell out the specific responsibility of pilots to maintain a vigilant watch for other air traffic in order to avoid mid-air collisions. This responsibility is now implied in various sections of FAR 91 and is generally understood by pilots. However, the agency feels that "a specific statement of the requirement is desirable to emphasize its importance." Specifically, the new rule states: "When weather conditions permit, regardless of whether an operation is conducted under IFR or VFR, vigilance will be maintained by each person operating an aircraft so as to see and avoid other aircraft...."

ACCIDENT STATISTICS PUBLISHED . . . A statistical comparison of air carrier accident data over a five-year period and the publication, "Annual Review of U. S. Air Carrier Accidents in 1966," have been released by the NTSB. The review shows a consistent downward trend in total and fatal accidents and in passenger and crew fatalities in 1966, as compared with 1965, despite marked increases in flight hours and miles flown. Air carrier plane miles flown rose from 1.54 billion in 1965 to 1.77 billion in 1966 and flight hours were up from 4.69 to 5.11 billion. Accident rates of 0.042 accidents per million aircraft miles and 1.469 accidents per 100,000 aircraft hours, down from 0.054 and 1.769 in 1965, were evidenced.

AVIATION CURRICULUMS STARTED . . . The agency has begun a project to establish a series of experimental aviation technology curriculums in a number of colleges throughout the country. Each of these curriculums will contain a related group of aviation technology subjects placed in a setting of broad, liberal arts subjects. Initially, programs will be developed to help the potential future air traffic controller function effectively in a computer-oriented environment. In addition to broadening his educational base, and thus his career potential, the programs will help the potential controller obtain a good grasp of ADP as applied to aviation and an understanding of the overall transportation system in which he would play a part.

HAIL & FAREWELL . . . General William F. McKee will be in the Administrator's tenth-floor conference room, July 31, from 2:00 p.m. to 3:30 p.m., to say good-bye to all FAA employees who wish to drop by.

NEW AIR TRAFFIC CONTROL
CLASSIFICATION AND QUALIFICATION STANDARDS
RELEASED BY CIVIL SERVICE COMMISSION

The approved standard recognizes significant developments in the ATC occupation and is designed to permit adjustments as system and volume changes occur. Some of the significant improvements are:

1. GS-13 nonsupervisory controller levels are provided for centers and terminals with the most difficult work situations.
2. The top nonsupervisory level in flight service stations will be either GS-9, GS-10, or GS-11, depending upon the work situation.
3. Only nonsupervisory operating specialist positions are covered by the standard.
4. The Commission's supervisory grade evaluation guide, Part II, will be used to classify supervisory positions.
5. Agency management will establish the numerical volume identified with the various work situations and complexities described in the standards, which reflect both the changes in workload and the advances in air traffic procedures and technology.
6. About 7,000 promotions are expected at the outset and few, if any, downgradings may occur.

All changes in titles, series and grade levels will result from implementing the new standard and the supervisory grade evaluation guide. Upgradings are governed by pay policies as well as time in grade and qualification requirements.

The CSC classification and qualification standards and FAA guide will be forwarded to regions, areas and field facilities as soon as practicable with amplifying information. The agency is working with OST and CSC on a detailed plan for implementation of these standards.

The implementation date is uncertain. It has been ruled that additional cost of upgradings must be based on availability of funds which could not be budgeted for in advance in this case. This matter will be thoroughly analyzed when 1969 appropriations become available. You will be kept fully informed as developments occur.

NAKAMURA SAVES BOY'S LIFE . . . Quick action by Harold Nakamura, AT administrative officer, is credited with saving the life of a three-year-old Oahu, Hawaii, youngster. While waiting at a pier for a friend, Nakamura heard a "big splash, like a huge rock being thrown into the water." Suspecting it to be the young boy he had seen earlier playing near the pier, Nakamura jumped into the murky waters of the bay. After a desperate underwater search, he finally came upon the boy stuck fast in the muddy bottom. The boy regained consciousness soon after surfacing. Modestly playing down his life-saving role, Nakamura said, "Anyone would have done the same thing."

YOUNG SCIENTIST SEES AUSTIN FACILITIES . . . "Everything was extremely interesting and the tour gave me a much better insight as to your organization's role in controlling air traffic." This was part of a letter of thanks received by Finis Wilcoxson, from Gary Rylander, winner in the Science Fair International. Rylander was given a tour of the Austin air traffic facilities, and the airway facilities sector as a part of his recognition in winning the national award. His exhibit, which illustrated the properties of integrated antennae, won in the FAA's aviation electronics category.

AND LEAVE THE DRIVING TO . . . When you get behind the wheel of your car, your influence upon the lives of others is vastly increased. Your legal and moral responsibility is increased accordingly. Your normal reach, within which you could do harm, has increased from about 30 inches to the distance in which you could stop your car -- nearly 500 feet. (Total stopping distance at 65 miles per hour, including driver reaction distance and vehicle braking distance, is 452 feet.)

SUMMER EMPLOYEES TO RECEIVE CERTIFICATES . . . Certificates for summer employees have been forwarded to operating personnel offices to be issued to those who have satisfactorily participated in a summer work program under the President's Youth Opportunity Campaign. The certificates should be beneficial for recognizing each young person employed under this program and should encourage and motivate them to continue improving their knowledge and skills.

ESIS SELECTION ANNOUNCED . . . Leonard A. Crouch, Chief, Detection Equipment Engineering Section, Communications Engineering Branch, Communications Development Division, Systems Research and Development Service.

PICNIC TICKETS AVAILABLE . . . Tickets for the FA Club Picnic, August 3, are still available in your office or the FA Club Office. The price of \$2.00 - members, \$1.00 - member children, \$3.00 guests, \$1.50 guest children includes a chicken, potato salad and cole slaw lunch, served 1 p.m. to 3 p.m., and hot dogs, beer, soft drinks and goodies served all day. For more information call x25642.

REASSIGNMENTS ANNOUNCED . . . John Driscoll, formerly with NASPO has been appointed Chief, Research and Facilities Programs Division, Office of Budget. Miss Sue Silverman has been appointed Chief, Special Projects Division, Office of Information Services. She replaces Fred Pelzman, who has moved to OST as Deputy Director, Office of Public Information.

BRIDGE STORY (UNABRIDGED) . . . Yes, that is a bridge taking shape on the south side of Independence Ave. The idea is to provide uninterrupted traffic on Independence Ave. for motor vehicles and pedestrians, and access to and from FAA's garage. Just as soon as the two lanes now under construction are completed, others will be added until the width of the avenue is covered with a raised roadway capable of carrying any motor vehicle on the roads today. The foundations (called soldier beams) were pounded through Independence Ave. almost unnoticed over the past several weeks and then covered with road mending materials until the builders were ready for them. When finished, the bridge will be 87 feet long and 80 feet wide, covered with asphalt to prevent skidding and will be approached by ramps on either end. A six-foot wide pedestrian walk will be provided across the bridge. According to plans, it will be in place for approximately 10 months, allowing builders to excavate under it and continue the roadbed for the 9th Street Expressway which will provide direct passage from Constitution Ave. to Route 95. Completion of the expressway is scheduled for January 1970.

THANK YOU . . . Mr. and Mrs. William Jackson wish to express their appreciation to Headquarters personnel who responded quickly by donations to the FAA Blood Bank when Mrs. Jackson was operated on recently.

LOST AND FOUND . . . Missing anything? If so, chances are good that you will find it in the GSA Guard Office, room 106, x20423. The Guard Office is the control point for all items (earrings, cuff links, wallets, etc.) lost or found in the Headquarters building.

BIRTHDAY, DIPLOMA AND NEW JOB . . . Roseann Howard, formerly a part-time VOT employee in the FAA Headquarters Library, accepted a full-time position, received her high school diploma and had a birthday on the same day.

AWARDS AND REWARDS! . . . Flight Standards Service has presented the following awards: Sustained Superior Performance Awards - Phyllis J. Krisko, Martha J. O'Hare; Quality Within-Grade Pay Increase Award - C. S. Brower, Betty V. Cayce, Henry V. Garnier, George J. Pour, Elizabeth M. Rowzee, Mary K. Seaver, Albert S. Sudduth. In Airports Service, these awards were presented: Quality Within-Grade Pay Increase - Julianne Brandenburg, Evelyn A. Masden, Philip J. Steece; Outstanding Performance - Kathleen R. Aust, Carole A. Downs, Henry A. Rich; Special Service Award - H. Paul Porter. NASPO presented the following: Quality Within-Grade Pay Increase - Paul Barry, Ezra Nichols, Arthur Kingsley, John Driscoll; Special Service Award - Charles Walker; Sustained Superior Performance Award - Carol Mehalso.

WELCOME TO FAA! . . . Joanne Wyckoff, Information Services; Cheryl L. Josephson, Aircraft Development Services; Barbara A. Byers, Financial Management Division, CA; Dorothy C. Klipa, Financial Management Division, CA; Patricia A. Lynch, Financial Management Staff, CA; Davida L. Perry, Executive Staff, MS; Susan L. Jones, Manpower & Planning Staff, PT; Stephen C. Buckman, Career Systems Division, Office of Personnel; Janice Latchford, Office of Noise Abatement; Mary G. Werner, Executive Secretary, OA; Harriet A. Weber, Information Services; James W. Carroll, General Counsel; Emily J. Talbott, Personnel Operations Division, HQ; Karen E. Koziol, Management Support Staff, SM; Grace T. Holmes, Office Services Division, HQ.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

HQ-610

William F. McKee
Administrator

July 31, 1968

SPECIAL EDITION

General McKee's Farewell Statement to FAA Employees

First, I want to express to all of you my admiration and respect for a great job under quite difficult circumstances. The FAA operates around the clock, 24 hours a day, 365 days a year -- with a tempo which increases each day.

All of you are well aware of the problems of yesterday and the problems of today -- let us look at tomorrow.

The country will become each day more and more dependent on air transportation both:

- = For the transportation of people
- = For the transportation of cargo.

I have stressed to the Congress, to the Administration, to the public and to the aviation community that the resources, from whatever source, must be provided in the interest of:

- a. The safety of the system
- b. The operational effectiveness of the system
- c. The economy of the country.

Failure to provide the people, the facilities and equipment, and the resources for research and development can only mean strangulation in the growth of civil aviation -- with its disastrous effect on our economy and, I am afraid, on the safety of our operation.

We have laid this whole picture out before the Congress. I am convinced the leaders in the Congress understand and are willing to do what they can to help.

The President well recognizes the problem and, as you know, has submitted legislation to help provide the needed resources.

We in the FAA know what needs to be done and what it will cost over the next five years -- and even beyond. The FAA -- you people == have the capability and the talent to do it.

It is past time now for the aviation community to pull together and give us the support that we need to do the job for them and more importantly, for the country. Each day we wait is another day lost. We cannot afford to shove this problem under the rug for another year.

I know in my heart each one of you will continue each day to do the best job you know how -- which reminds me of a famous sentence in the English language -- "When you have done the very best you can the angels in heaven can't do better."

In conclusion, I want all of you to know as I leave that I will continue to support you wherever and whenever I can to my very utmost.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

D. D. Thomas
Acting Administrator

August 1, 1968

FAA Library

S P E C I A L E D I T I O N

AUG 7 1968

Thomas Designated Acting Administrator

Acquisitions
Section Hq 610A

Secretary of Transportation Alan S. Boyd has designated Deputy Administrator David D. Thomas as Acting Administrator of the Federal Aviation Administration.

Mr. Thomas has designated Oscar Bakke, Associate Administrator for Plans, as Acting Deputy Administrator.

Ronald W. Pulling, Deputy Associate Administrator for Plans, has been designated Acting Associate Administrator for Plans.

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AUG 8 1968

D. D. Thomas
Acting Administrator

68-32 August 5, 1968

Acquisitions
Section 1

NEW APPLICATION FOR FEDERAL EMPLOYMENT AVAILABLE . . . Just a reminder that the Application for Federal Employment is now Standard Form 170. Since July 1, this short easy to complete application has been available for use by persons looking for job opportunities. A longer form, SF-171, Personal Qualifications Statement, is to be used with Civil Service examinations, and when prospective employers express an interest in an applicant's qualifications and request more detailed information.

ORDER ON PROCESSING EMPLOYEE SUGGESTIONS ISSUED . . . Substantial changes in suggestion processing should result in more timely evaluations. The new Order (3450.20) requires all managers and supervisors to assure that suggestions are forwarded to the final action level as soon as possible. Regions, centers and Washington offices and services are encouraged to publicize conditions, situations and subjects which may need solutions or improvements and solicit employee suggestions in these specific areas. These subjects in need of solutions may be published in the INTERCOM or any other agency media which can be distributed to all employees.

FEDERAL AID AVAILABLE TO QUALIFIED STUDENTS . . . The Department of Health, Education and Welfare administers several programs to provide Federal assistance to students for financing a college education. Among these programs are the College Work-Study, National Defense Student Loans, Educational Opportunity Grants and Guaranteed Loans. This information should be of special interest to YOC participants and other summer employees. Persons interested in information on these programs should contact their local HEW office or write to the U. S. Office of Education, Bureau of Higher Education, Division of Student Financial Aid, Washington, D. C. 20202.

RULE-MAKING SUMMARIZED . . . The FAA issued Amdt. 121-42 and 172-8, effective August 18, 1968, to eliminate the requirement that aircraft proving tests be conducted by Parts 121 and 127 certificate holders over "authorized routes" and to except aircraft proving tests from the deviation authority contained in § 127.17(b); issued Amdt. 91-55, effective upon publication, to state more specifically the responsibility of pilots to maintain vigilance so as to see and avoid other aircraft when weather conditions permit. The agency also issued Amdt. 121-43, effective July 31, 1968, to permit a reduction in the 100 hours of pilot-in-command experience required by §§ 121.651(e) and 121.653(d), based on the substitution of one landing in Part 121 operations for one hour of pilot-in-command experience up to 50 per cent of the 100-hour requirement.

ACTING ADMINISTRATOR TESTIFIES IN SUPPORT OF
IMPROVED OVERTIME PAY LEGISLATION

Acting Administrator David D. Thomas led a group of government, employee and industry spokesmen last week in endorsing proposed legislation that would raise the present overtime ceiling for controllers and FAA technicians. Mr. Thomas testified July 29 before the House Compensation Subcommittee in support of legislation introduced by Congressman Morris K. Udall of Arizona and co-sponsored by Vice President Humphrey and House Speaker John McCormack.

Mr. Thomas said the primary concern of the FAA is the statutory limitation on overtime pay. "Under the present law," he pointed out, "overtime work is authorized at the rate of 1-1/2 times the hourly rate of basic pay . . . but only if the basic pay does not exceed the rate of basic pay for the first step of GS-10."

If the base pay is greater, overtime is limited to \$6.71 an hour. For many controllers, called in to work overtime, the net result is pay actually below their basic rate.

"The (overtime) premium disappears entirely when the overtime work is performed by an employee whose regular rate of pay equals or exceeds that for a position at GS-12/ Step 6," Thomas told the subcommittee. A controller in Step 5 of a GS-13 winds up with a loss of \$1.14 an hour for overtime. He may find himself working at this reduced pay on a Sunday beside a controller who is scheduled for the Sunday work, and is therefore getting time and a quarter under the 1966 Sunday Premium Pay Law. An inadvertent inequity of that law provides the differential only for Sunday work "which is not overtime."

The proposed legislation would wipe out the Grade 10/Step 1 ceiling on overtime pay for controllers (including crew chiefs) and technicians, and provide time and a half for all overtime. The bill would also eliminate the GS 10/Step 1 cutoff for determining controller and technician standby pay. Under existing law, any Federal employee on standby duty may receive a premium of as much as 25 per cent of the first step of a GS-10.

Despite the fact that House and Senate have acted on legislation to provide manpower increases for the Air Traffic Service, Mr. Thomas said, "Limitations on hiring in the recent Revenue and Expenditure Control Act (the government-spending limits tied to the tax increase) would preclude such increases. As long as those hiring limitations remain in effect, we have no alternative but to schedule more overtime and to close or limit the hours of operation of our facilities."

Furthermore, the Acting Administrator said new hirees coming into the ATC system take up to 3-1/2 years to progress from GS-6 trainee level to a radar control position in an air route traffic control center.

The Air Traffic Controllers Association's General Counsel James D. Hill also urged passage of the proposed overtime bill. Pointing out that air traffic has grown substantially since 1958 while the size of the controller work force "has changed little since then . . . except for the current year's increase," Hill noted that even a six-day work week has become insufficient and relief is not immediately in sight.

"The controller is a highly dedicated professional, who is willing to do far more than his share to solve our present air transportation crisis," Hill said, "but he cannot reasonably be expected to continue to work extra hours each day, including a six-day week, indefinitely."

President Kenneth T. Lyons of the National Association of Government Employees told the subcommittee that the proposed legislation is "no cure-all; but it is a significant step in the right direction." He said that its provisions, compared with the generally-accepted double-time standard for Sunday work, are not unreasonable. "Currently," Lyons said, "in all areas of the nation where private firms have contracts with the government, electricians, plumbers and the like are given double time for Saturdays, Sundays, holidays and even birthdays. We do not begrudge them this compensation, but it is ironic that these men get double time for repairing a leak or fixing an electrical fixture while an air traffic controller . . . does not."

Air Transport Association spokesman General Clifton F. Von Kann said that the working conditions of controllers "would not be condoned in private industry. We are not only sympathetic with the desires of the controllers to see these practices corrected, we hereby ask this committee to take positive action now. We must see to it that there are enough controllers to do the job on a five-day week and an eight-hour day."

Von Kann, who is vice president of operations and engineering for ATA, also urged the House to take action similar to the Senate's in exempting FAA personnel from the 1966 employee ceiling of the Revenue and Expenditure Control Act. Such action, he said, "will at least tell the men on the firing line today that relief is on the way." Von Kann also called for completion of a Civil Service compensation study for controllers and completion of a study on the environment and working conditions of controllers.

President John F. Griner of the American Federation of Government Employees backed the bill with a detailed discussion of overtime inequities and of the work of the controllers.

In a formal statement submitted to the subcommittee, the Government Employees Council of the AFL-CIO pledged its support for H.R. 18630, and called the need for the legislation "immediate and urgent."

PARTICIPANTS IN RIOTS OR CIVIL DISORDERS BARRED FROM FEDERAL EMPLOYMENT . . .

Under the terms of PL 90-135, effective June 19, 1968, any Federal employee or job applicant convicted of a felony in connection with a riot or civil disturbance is ineligible to accept or hold Federal employment for a period of five years following his conviction. These provisions apply to acts committed after enactment of this legislation. For further details, see FPM Letter 735-5 or check with your operating Personnel Office.

ESIS SELECTION ANNOUNCED . . . Harold F. Tanke, Chief, Systems and Equipment Branch, Aircraft Engineering Division, Western Region.

AVIATRIX TO RECEIVE AGENCY AWARD . . . Mrs. Marion Rice Hart, the 78-year-old pilot who did not learn how to fly until she was well over 50, received the FAA's Certificate of Commendation recently. The award was presented by the FAA's Assistant Administrator for General Aviation Affairs, Robert V. Reynolds, during a luncheon ceremony at the Statler-Hilton Hotel sponsored by the Aero Club of Washington Tuesday, July 30. Mrs. Hart has flown more than 500,000 miles abroad, to virtually every nation in the world, helping to demonstrate how general aviation can contribute to increased international understanding.

COMING UP! . . . This week's issue of FAA HORIZONS features a "Boyd's 'Eyeview' of Alaska." Mr. Boyd saw many different cities and places while visiting our great northern state . . . Speaking of visiting, our FAA Western Regional Office had a number of important visitors recently. Key officials of the Chinese government spent six weeks here in the U. S. getting information on the latest American methods and processing in financial and accounting operations. The Western Region reports a lively exchange of information at the meeting on the West Coast . . . You'll find out that many programs are being set up to help pilots. Joe Cirillo, an FSS specialist, has written and gotten published a booklet, "The Pilot's Weather Plan," to help the pilot keep a record of weather information during a flight. . . Also, Project 85 -- developed by Flight Standards Service to reduce accidents -- is explained. . . The pilot is of concern to the medical examiners too. The Aeronautical Center was the site for discussion of pilot physical qualifications by doctors who are responsible for putting their mark of approval on the medical certificates. You can read these and many more interesting articles in HORIZONS this week.

LIBRARY SQUEEZE ON . . . For the next three or four weeks the HQ Library will be undergoing modifications to condense into smaller space. During this period, reading facilities and telephone service will be affected. However, Library personnel will make every attempt to provide continuing service.

COOL IT! . . . The Headquarters building air-conditioning will be shut down between 4:30 p.m., August 9, to 12:00 midnight, August 11, due to relocation of utility lines on 9th Street.

MEN'S SOFTBALL TEAM WINS TITLE . . . The stalwart FAA men's softball team, behind the strong four-hit pitching of Ron Moffett, won the league championship in D. C. Recreation League #10 with an 8-2 victory over Peoples Life Insurance. The team, which had a perfect 10-0 record, now moves into a city-wide championship tournament. Congratulations to Manager Russ Williams and the entire team.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library

AUG 15 1968

D. D. Thomas
Acting Administrator

68-33 August 12, 1968

OVERTIME PAY LEGISLATION MOVES AHEAD . . . On August 2, the House Post Office and Civil Service Committee reported out a bill providing true time and one half pay for overtime worked by controllers and FAA technicians. This bill (H.R. 19136) permits true overtime pay for employees in non-managerial positions up to and including grade GS-14. Congress has recessed until early September.

AVIATION SAFETY OFFICER CLASSIFICATION GUIDELINES PROGRESS . . . Agency classification guidelines for Air Carrier and General Aviation Inspectors should be completed this month. A joint PN/FS fact-finding team has completed job analyses of the manufacturing inspection occupation. The team will meet in Los Angeles during the week of August 19 to complete development of draft classification guidelines. The draft will be circulated for comment in September.

EMT STUDY GROUP WILL BE CONVENED . . . The Administrator announced plans for a study of the Electronics Maintenance Technician occupation in his July 23 letter to all employees. The first important step in this study will be a September 10 meeting in Washington of representatives from Systems Maintenance Service, the Office of Personnel and the regions. Field supervisory and working level involvement will probably be sought as the study progresses. The study will include a look at the current grade levels, qualification requirements, career ladders, and other relationships within the entire GS-856 occupational area. Status reports will be published periodically.

CONTROLLER TRAINING RESUMED AT FAA ACADEMY . . . FAA will resume initial training of air traffic controllers and flight service specialists at the Academy in Oklahoma City. Currently, this training is conducted at individual control facilities throughout the country. Increased air traffic and increased staffing authorized by Congress prompted the agency to take this step in an effort to implement the most efficient and accelerated training program possible.

THOMAS ADDRESSES NASHVILLE SYMPOSIUM . . . Steps being taken by the FAA to keep pace with the rapid growth of aviation were outlined by Acting Administrator David D. Thomas recently in a talk to the Nashville, Tennessee Chamber of Commerce Aviation Symposium. Developments in automation to meet the surge in both general aviation and commercial aviation were cited, as was the critical need for a broader network of more and better airports.

PRESIDENT SIGNS FY-69 APPROPRIATION BILL . . . President Johnson last Friday signed a \$1.63 billion appropriation bill for the Transportation Department. The bill included funds for FAA summarized below.

SUMMARY OF CONGRESSIONAL ACTION
on FY 1969 Appropriation Request
(Dollars in Thousands)

<u>Appropriation</u>	<u>Budget Request</u>	<u>House Action</u>	<u>Senate Action</u>	<u>FY 1969 Appropriation</u>
Operations	\$663,079	\$663,079	\$678,899	<u>1/</u> \$670,954
Facilities & Equipment (F&E)	70,000	65,000	191,500	<u>2/</u> 120,000
Research & Development (R&D)	28,000	27,000	38,500	27,000
Operation & Maintenance, NCA	9,019	8,900	8,900	8,900
Construction, NCA	1,000	700	700	700
Grants-in-Aid for Airports	65,000	- 0 -	65,000	<u>3/</u> 30,000
Civil Supersonic Aircraft Development	223,000	- 0 -	- 0 -	- 0 -
(Rescission)	<u>(=)</u>	<u>(-30,000)</u>	<u>(-30,000)</u>	<u>(-30,000)</u>
TOTAL	\$1,059,098	\$764,679	\$983,499	\$857,554

NOTE: 1/ Includes 1,631 positions in regular budget and an additional 808 positions and \$5,532 for Air Traffic; 190 positions and \$2,343 for maintenance.

2/ Adds \$50,000 to budget request.

3/ Authorizes \$30,000 for FY 1970; \$70,000 is available for FY 1969.

What Does It Mean?

Congress allowed the entire agency operations request and added \$7.8 million for air traffic and facility maintenance field operating positions. F & E == Congress allowed the total request and added \$50 million for establishing new air navigation facilities. The R & D appropriation request was reduced by \$1 million. The National Capital Airports operation and construction appropriation requests were reduced by \$419 thousand and the committees identified specific items to be deferred or eliminated. Grants-in-Aid for Airports == Congress allowed only \$30 million for advance funding of FY 1970 projects compared with our request of \$65 million because of pending legislation on airport user charges. Congress assured a review in the event that legislation is not enacted prior to 1970. SST -- The agency withdrew a \$223 million

request for FY 1969. Congress accepted the reduction and rescinded an additional \$30 million which was previously appropriated but planned for carry-over to 1970. Congress authorized the Secretary to exempt positions in the air traffic control system from reductions required by Section 201 of P.L. 90-364.

JET NOISE CONTRACT LET . . . FAA has awarded a \$599,987 contract to the Flight Propulsion Division of the General Electric Co., Cincinnati, Ohio, to apply toward a \$1,010,000 cost-sharing program to develop noise prediction techniques for use in designing quieter jet aircraft engines. The two-year project will include compressor noise research, development of noise prediction and reduction techniques, and the demonstration of these noise prediction and reduction techniques on several different types and sizes of jet engines including a modern high-tip speed fan vehicle. The General Electric project is part of a concerted effort by FAA/DOT to reduce the impact of aircraft noise on the public.

AGENCY ADOPTS IN-FLIGHT EMERGENCY SIGNAL . . . Emergency procedures for a general aviation pilot experiencing a communication failure include dropping of "chaff" starting July 1. Chaff, shredded bits of aluminum foil, dropped within radar coverage, normally can be detected by radar equipment and enhances the target of a small airplane on the radar display. Without falling chaff, a small airplane operating at lower altitudes may go undetected by an air traffic controller during an emergency situation.

FAA LETS CONTRACT FOR JET OPERATIONAL RECORDER PROGRAM . . . FAA has awarded a \$699,256 contract to Technology Inc., of Dayton, Ohio, to develop operational data recorders for use in gathering information on performance and flight characteristics of airline aircraft in regularly scheduled service. The contractor will install the units in a Boeing 707 and 727 operated by American Airlines and a Boeing 737 operated by Piedmont. Data gathered by the recorders will be used by FAA and industry in making long-range trend analyses of aircraft performance. They will also shed light on how airliners and their crews respond to various conditions encountered during regular flights. Some airliners and the U. S. Air Force have used similar recorders called Aircraft Integrated Data Systems (AIDS) as a maintenance indicator tool.

ESIS SELECTIONS ANNOUNCED . . . Jaime D. Serra, Assistant Area Manager, Denver Area Office; and Albert Randall, Chief, Pulsed System Section, Short Distance Navigation Branch, Navigation Development Division, SRDS.

FAA AVIATION NEWS CARTOONS COMPETE . . . Over 500 cartoon entries had been received by the July 31 closing of the FAA Aviation News Magazine safety cartoon idea contest. Judges will select 12 winners whose names will be announced in early September.

BUS TOKENS CAN BE PURCHASED . . . D. C. Transit bus riders can purchase tokens at the following FAA neighborhood locations: American Security & Trust Co., 1000 4th St., S.W., 960 L'Enfant Plaza South, S.W.; Riggs National Bank, 925-35 L'Enfant Plaza North, S.W.; Lansburgh's, 8th & E, N.W. In addition to D. C. Transit bus tokens, W. V. & M. bus tokens are available at the General Services Administration Regional Office Building, Room 6067, at 7th & E. St., S. W. They will not be available in this building. The script redemption coupon lists all redemption centers on the reverse side. A complete list of token sales points was carried in last Sunday's Washington Post.

HOLD YOUR EARS . . . A Civil Defense Warning Signal System Test is scheduled for August 14 at 11 a.m. The familiar raucous buzzer will sound for 30 seconds. Under actual emergency conditions this buzzer would sound for five minutes, signalling all employees to proceed immediately to the A-level garage shelter. Under monthly test conditions, employees remain at their desks.

SRDS HONORS COMMUNICATIONS PROS . . . Raymond R. Barkalow, RD, and Archie L. Milhollon (now with NS) received Certificates of Achievement recently for their outstanding work in developing an improved low-cost communications system for air traffic control towers at low activity airports. The development was a joint effort of Headquarters, Western Region and the Aeronautical Center. Certificates of Achievement also were awarded to Riley B. Harris, WE, Justin E. Snow, AC, and Larry E. Keltner (now with the Bonneville Power Administration) in ceremonies at their respective locations. The highly improved solid-state communications system features both low cost and reduced delays and outages due to a self-contained emergency power supply. Lower cost in construction and electronics resulted in a total saving estimated at \$171,000 per tower, more than half the previous total cost for low activity towers.

SST HONORS STAFF MEMBERS . . . The Office of Supersonic Transport Development has granted a Sustained Superior Performance Award to Francis B. Howard and Quality Within-Grade Pay Increases to Joseph W. Howell and G. Douglas Doil.

AIR TRAFFIC SERVICE KUDOS ANNOUNCED . . . Air Traffic Service has presented Sustained Superior Performance Awards to: Joann Tayman, James T. Lee, Rita A. Chura, and Kathleen Brenton. Quality Within Grade Pay Increases were given to Betty Starnes, Rosalie Latoche, Ed Malo, Wesley Jones, Vernon Hallows and Martin Sicker. A Special Service Award went to Max Kerdash. Richard Failor, Paul Robinson, James Flanagan, Thomas McCormack, Robert Cardin, Robert Binder, Ruth Hageman, Rochelle Claypoole, William Boatright and Paul Greene were honored for Outstanding Performance.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

68-34 August 19, 1968

FAA *D. D. Thomas*
Acting Administrator

AUG 23 1968

COORDINATED FEDERAL WAGE SYSTEM MOVES AHEAD

^{Ac}_{Sec 1} The Coordinated Federal Wage System, which went into effect on July 1, will assure that all Wage Board employees in the same geographical area will receive the same pay for the same jobs. The new wage system will be introduced as full-scale surveys are made of industrial rates in the various geographical areas. The first wage surveys under the coordinated system were initiated in July, as planned, in the following wage areas: Montgomery, Ala.; Mobile, Ala.; Biloxi, Miss.; and Southwest Oregon. Preparations have been made for surveys in August in the following wage areas: Washington, D. C.; Gainesville, Fla.; Tampa-St. Petersburg; Brunswick, Ga.; Oklahoma City; Southwest Oklahoma; Charleston, S. C.; and Alaska. In September, surveys are scheduled for San Francisco; Cocoa Beach-Melbourne, Fla.; Orlando, Fla.; Panama City, Fla.; Pensacola, Fla.; and Fort Wayne, Marion, Ind.

DETAIL REGULATIONS CHANGED

. . . The Civil Service Commission recently changed agencies' authority to detail employees. All details beginning after Sept. 1 shall be limited to 120 days instead of the six months originally authorized. If an agency desires to detail an employee in excess of 120 days, it must receive prior approval from CSC. However, no more than one extension will be approved in any case for details to higher grade positions. This change will be reflected in a forthcoming change in agency directives.

QUALIFICATIONS STUDY CONTINUES

. . . Data from employee applications and test scores are being analyzed in the validation and research project on the General Facilities and Equipment Repairer rating schedule. This data will be used in the forthcoming Systems Maintenance/Office of Personnel study of the electronics technician and related occupations beginning Sept. 10. A note of thanks goes to the 340 employees who participated in the study.

MAIL EMBARGO LIFTED

. . . The embargo on mail to Canada, invoked July 16 at the request of the Canadian Postal Department, was lifted at their request on Aug. 9. Any mail held because of this embargo should now be released.

BAKKE SPEAKS AT AIR MAIL COMMEMORATION

. . . Acting Deputy Administrator Oscar Bakke was among the guest speakers commemorating the opening of regular air mail service at College Park, Md. Airport recently. Also speaking at the Golden Anniversary dinner were Richard Murphy, Assistant Postmaster General, and Paul Garber, Head Curator of the National Air Museum.

ATSS POST-PROGRAM ASSIGNMENTS ANNOUNCED . . . The Acting Administrator has approved the following assignments for the current participants in the Air Transportation System Specialist Program at the University of California Institute of Transportation: Emanuel Ballenzweig, ATC Development Division, SRDS, to the Office of the Associate Administrator for Plans; Merritt Chance, Standards Division, AS, to Systems Planning Division, Airports Service; James Murphy, FAA Depot, AC, to Engineering and Maintenance Division, Washington National Airport; Edward Smith, ATC Development Division, SRDS, to Data Processing Division, NAFEC; Jimmy Tucker, AF Branch, Miami Area Office, to ATC Development Division, SRDS; Harvey Van Wyen, Engineering and Manufacturing Division, FS, to the Office of the Associate Administrator for Plans.

CG CADET APPLICATIONS SOUGHT . . . The United States Coast Guard Academy has announced that the next annual competition for appointment as Cadet, United States Coast Guard will commence on Dec. 7, 1968. Appointment to the Academy is obtained solely through competitive examination; there are no congressional appointments or geographical quotas. Any high school senior or graduate, who will have reached his 17th but NOT his 22nd birthday by July 1, 1969, and who is a citizen of the United States, unmarried and of good moral character is eligible to compete for an appointment. Coast Guard Cadets obtain an excellent undergraduate education at no personal cost, and, in addition, receive pay and allowances fully adequate to fulfill all of their ordinary living expenses. Graduates of the Academy are awarded a Bachelor of Science degree and are commissioned as Ensigns in the United States Coast Guard. Applications and additional information may be obtained by writing to: Director of Admissions, U. S. Coast Guard Academy, New London, Connecticut 06320.

MAIL TEST SCHEDULED . . . All field offices and facilities, except International Aviation Field Offices, will soon receive one copy of MS Form 1770.1. The form is a special test mailer designed to measure mailing time between the U. S. Treasury Disbursing Office at Kansas City and FAA field offices, and between FAA field offices and the Aeronautical Center at Oklahoma City in connection with a payroll improvement study. Required action is easy -- but important!

- (1) Record the date the form is received.
- (2) Hold the form until the next T&A cards are ready for dispatch.
- (3) Record the date that those T&A cards are mailed to the regular payroll office.
- (4) Refold the pre-addressed form and mail it to the Aeronautical Center at the same time the T&A cards are mailed.

Complete instructions are printed on the form. Remember, however, only the test mailer goes to the Aeronautical Center. T&A cards will go to the regular payroll office as usual.

COMING UP! . . . General McKee is a topic for discussion in this week's issue of FAA HORIZONS. You may read about his retirement party and the honors he bestowed upon a few FAA employees prior to his departure. . . . Another FAAer, Sam Clyburn, Jr., is also highlighted. Sam "pulled himself up by his bootstraps" from a laborer to a certificated aircraft mechanic. . . . Have a complaint? You'll notice that the Civil Service has opened a complaint office as another step to improve service. . . . Our center spread is all about weather. You can learn much about weather observations of the FSSs and weather service to the public by reading this interesting feature. This is just a brief preview of features contained in this week's issue.

WET 'N WONDERFUL DULLES . . . Many Washington employees have caught themselves wishing for a little relief from the heat that parches the District every summer. Dulles International personnel unfortunately had that wish fulfilled early in the morning Aug. 5. Shortly before 5 a.m. a water main broke, sending water cascading through the airport terminal. Water pressure cracked the foundation and the tower crew was told to leave the building for the sake of safety. Knowing that tower functions are necessary for air safety, the tower crew borrowed two trucks and set up an emergency tower on the jet ramp, broadcasting on the 121.9 MHz band. Communications were interrupted for only nine minutes. Hot lines were quickly established with the Washington Center and by 8 a.m. two additional radio channels were available for pilots. Within a few hours VFR, then IFR, traffic was back in service. Damage to the terminal was moderate, and cooperation between tower and center personnel showed how well the NAS can operate during an emergency.

FREQUENCY MANAGEMENT CONFERENCE ANNOUNCED . . . The 12th National Frequency Management and Engineering Conference will be held at Washington Headquarters Sept. 17-24. Agenda items include: (1) frequency management and engineering problems aimed at insuring operations which are consistent with agency goals and national and international procedures and regulations, (2) current national and international developments and their impact on agency frequency management and engineering activities and (3) plans to insure efficient use of radio frequency spectrum in the future. Additional information may be obtained from William Hawthorne, Chief, Frequency Management Division.

NEW TRAVEL HANDBOOK BEING PUBLISHED . . . The FAA Travel Handbook is now in the process of being printed and is expected to be released under Handbook 1500.13 about Oct. 1, 1968. This handbook is principally a codification and consolidation of existing FAA travel directives. However, it includes much new material not previously covered in FAA travel directives. The provisions of the new handbook will be effective 30 days following date of receipt. Current travel policies and procedures will be followed during the interim period.

IEEE TO HOLD CONVENTION . . . The Institute of Electrical and Electronic Engineers (IEEE) annual Electronics and Aerospace Systems Convention (EASCON - 68) will be held at the Sheraton Park Hotel, Washington, D. C., Sept. 9, 10 and 11. The purpose of EASCON - 68 is to exchange up-to-date technical information in all fields of aerospace electronic systems. This year, for the first time, EASCON is offering a special advance registration fee of only \$1 to all Government and military attendees. One registration permits attendance on all three days. Another first this year will be availability of a low-priced luncheon daily. FAA this year, as in the past, supports the objectives of EASCON and encourages attendance. Contact for EASCON - 68 is Col. R. H. May, Chief, Communications Staff, Air Traffic Service. Advance registration tickets and full information on the agenda and exhibits may be obtained from his office.

RULE-MAKING SUMMARIZED . . . The FAA issued Amdt. 77-6, effective Aug. 31, 1968, to permit the Administrator to consider the effect proposed construction or alteration would have upon operation of an air navigation facility. The FAA also issued Special Federal Regulation No. 19 in Docket No. 9031, effective July 26, 1968, to authorize Secret Service Agents to be admitted to, and occupy a seat on, the flight deck of an aircraft carrying any person whose protection is a responsibility of the United States Secret Service under the laws of the United States. The FAA also issued Notice 68-15 to permit airplanes that are certificated only for all cargo operations to be equipped to provide a cabin pressure altitude of not more than 10,000 feet (comments due on or before Aug. 19, 1968); issued Amdt. 159-9, effective Aug. 5, 1968, to permit Airport Managers at WNA and IDA to designate certain specific taxi strips for operation of aircraft; issued Notice 68-16 to require air taxi operators using large aircraft to comply with the rules of Part 121 that are applicable to domestic or supplemental air carriers and to give these air taxi operators the same maintenance privileges those air carriers presently have under Parts 43 and 91 (comments due on or before Oct. 23, 1968); and issued Notice 68-17 to provide uniform eligibility standards based on temperature criteria for buildings to house snow removal and abrasive spreading equipment, applying regardless of location of the airport (comments due on or before Sept. 2, 1968).

SORRY ABOUT THAT . . . Further information from GSA indicates that W. V. & M bus tokens are not available to FAA employees at the GSA building. GSA provides tokens only for its own employees. Bus tokens are, however, available at the other addresses listed in last week's INTERCOM.

BENEFIT FOOTBALL GAME . . . The Detroit Lions and the Washington Redskins will play a pre-season football game for the benefit of Children's Hospital and the Catholic Youth Organization on Thursday evening, Aug. 29, 1968, at 8 p.m., in D. C. Stadium. Tickets may be obtained through the FA Club Office, Room 115.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

D. D. Thomas
Acting Administrator

68-36 September 3, 1968

CSC STRENGTHENS PROMOTION PLAN . . . The Civil Service Commission has announced new rules for merit promotion plans throughout the Federal Government. FAA is reviewing its present Merit Promotion Program for consistency with CSC's new guidelines. The agency will work closely with OST to strengthen Departmental and agency programs. The CSC has set July 1 of next year for the full implementation of any required changes.

SEASONAL ACTIVITY REPORTED . . . April is the busiest month at Washington National Airport in terms of airline passengers and October the busiest in terms of airline operations, according to a new report on seasonal activity at the three major airports serving the Washington, D. C. metropolitan area. At Dulles International Airport, June and August are the busiest months for passengers and March and December the busiest months for operations. At Baltimore's Friendship International Airport, passengers reach a peak in June and operations in March.

NANTUCKET ISLAND RECEIVES BEAUTIFICATION AWARD . . . The community of Nantucket Island, Mass., last week became the first area on the East Coast to be recognized for outstanding airport beautification efforts. FAA Boston Area Manager, William Cullinan, presented the agency's award of commendation to Nantucket Memorial Airport, making it the 12th community airport to be so honored since the program was initiated in the summer of 1967. The Nantucket project was a cooperative two-year program conducted by the airport manager, local officials and the Nantucket Garden Club.

SECOND SAVE REPORTED . . . For the second time in three weeks, a Pacific Region employee has come to the aid of a drowning child. Donaian Harby, Assistant Chief, AF Division, Material and Contract Branch, was strolling near the beach with his wife when he heard the frantic screams of children playing nearby. He saw a child's hands thrashing about in the turbulent waves of the outgoing tide. The boy was pulled in, and recovered without artificial respiration. For his efforts in saving the boy's life, Harby has been nominated for the American Red Cross "Life Saver" Award.

TRIBUTE RECEIVED FROM GENERAL KULLMAN . . . In a note to Acting Administrator David D. Thomas, Brig. Gen. John R. Kullman, Alaska Region Deputy Director, stated before leaving Alaska for his new NORAD assignment in Colorado Springs: "My tour of duty with the FAA expires tomorrow and I would like to say again that I have enjoyed it very much indeed. I leave with a great respect for the FAA people and the job they do."

COMING UP! . . . In this week's issue of FAA HORIZONS read about some of the problems and needs of our airways system highlighted by Acting Administrator Thomas . . . You can learn about difficulties which were encountered in another area -- problems which occurred in last year's exercise "High Heels." . . . Help me, I'm lost! This time it's a pilot in trouble. A Spanish-speaking student pilot was assisted in making a safe landing at Covington Airport through the bilingual skill of an Atlanta FSSer . . . There are happy things happening too! . . . Boston Area Office employees now enjoy a new picnic area at lunch time. What could be better than sitting out under the shade trees, enjoying a home-made sandwich at noon? . . . The Coast Guard is having a celebration == their 178th anniversary. This article is the first in a series on the DOT modal administrations . . . Don't miss the story and pictures on the young college girls who have been of such a great help to all of us during the summer. Watch for these stories and more in HORIZONS.

BEAUTIFICATION DRIVE REACHES VIETNAM . . . The base commander at Danang AFB has launched a drive to reduce erosion, diminish blowing dust and beautify living and working conditions on the base. Areas are currently being prepared and plantings will start soon. On March 1, Arbor Day, gift certificates will be awarded to units judged to have the most improved landscaping.

ADMINISTRATOR'S CERTIFICATE GIVEN . . . Recently, certificates signed by General McKee were presented to Paula Hundley, Secretary to the Chief, Systemsworthiness Analysis Team, Central Region; Carlton R. Mariner, Supervisory Air Traffic Control Specialist, Flight Service Station, Western Region; and Marguerite K. Scarry, Budget Analyst, Office of Budget, Washington Headquarters. These employees were selected earlier as Outstanding Handicapped Employees of the Year from their specific locations.

SAFETY BELTS SAVE LIVES . . . Safety belts are now available to about two-thirds of all passenger car occupants, but the belts are being used an average of only 40 per cent of the time, according to the National Safety Council. The Council estimates that safety belts saved about 2,000 to 2,500 lives in 1967. If all passenger car occupants used belts at all times, 8,000 to 10,000 lives could be saved annually. DOT Order 3900.1 provides that employees using Government vehicles are to fasten safety belts prior to moving the vehicles.

MOREY LAUDED . . . Edwin N. Morey, Office of Budget, has been honored by the Pittsburgh Institute of Aeronautics, his alma mater, which conferred on him the Distinguished Alumnus Award for his accomplishments in the aviation industry.

ABOUT THOSE NEW ID CARDS . . . New ID cards are being issued for the first time since 1959. As an economy measure, no job titles are shown and cards are kept during one's entire tenure with the agency, regardless of job location. Agency Order 1600.23 explains when new cards are issued and when cards are turned in. Call HQ-10, ext. 25621, for further information.

WASHINGTON CALLING . . . Government agencies in the Metropolitan Washington Area may now use the FTS service to call Alaska and Hawaii when required. However, remember FTS isn't free. FTS charges currently cost FAA about \$2 million annually. Costs are determined by distance, time and the number of calls. Agency Order 1770.3A dated March 27, 1968, gives guidelines for telephone usage.

NEW BOWLING SEASON TO BEGIN . . . The FAA Tenpin Bowling League has openings for teams and individuals (regular or substitute) for the new bowling season starting Sept. 5. Bowling is at Ten Pin Coliseum Thursday nights at 6:30 p.m. For more information, call Gus Sanders, RD-352.

SEARCHING FOR A FORM? . . . For information about forms not available in the GSA Retail Store, call the information points listed in the telephone directory on page 2, or call the FAA Forms Control Desk (13/27226). Your office Forms Officer is listed on page 112. He can assist you with forms problems and requests for printing of new and revised forms.

BUDGET EMPLOYEES RECOGNIZED . . . Ten Office of Budget employees whose total service exceeds 248 years received agency pins at a recent ceremony. Service ranged from more than 35 years for Carl Stoneburner of the Facilities Review Branch to 3 years for Mrs. Cecelia Harley of the Airways Programs Division. Presentations were also made of four 30 year pins, three 25 year pins and one 15 year pin. Recipients of these pins were Hazel Aalto, William Barrett, Lulu Bruton, Charles Eckloff, Edward Forbes, Walter Oeltjen, Richard Phillips and John Walk.

MEN'S SOFTBALL TEAM WINS AGAIN . . . The strong FAA men's softball team, which earlier won D. C. Recreation League 10, captured another league title with its fine play -- this time in League 1. The team, which had a combined 20-1 record for both leagues, is now in tournament play. Our hats are off again to Manager Russ Williams and the rest of the team.

AWARDS AND REWARDS . . . Flight Standards Service has presented the following awards: Sustained Superior Performance Awards - Mary B. Klimek, Martin Krupitsky; Quality Within-Grade Increase Awards - Frederick C. Larson, Everett W. Morris, Nancy A. Mroczka, George D. Stathers. The Office of Management Systems presented John Moundalexis and Robert H. Orr Quality Within-Grade Pay Increases and Outstanding Performance Awards. John M. Choroszy, of Compliance and Security, received an Outstanding Performance Rating and a Quality Within-Grade Pay Increase. BNCA presented these awards: Quality Within Grade Pay Increases - Hugh Riddle, Jr., Tyrus T. Dawson; Sustained Superior Performance Awards - Wilbur L. Costello, Edward J. White. Wilma R. Stucker, Career Systems Division, Office of Personnel, received a Sustained Superior Performance Award, and Joe E. Allen, Compensation Division, Office of Personnel, received a Special Service Award.

WELCOME TO FAA! . . . Leon W. Jackson, Engineering and Maintenance Division, CA; Sheila L. Lewis, Aeromedical Services Division, AM; Webster Clayton, Maintenance Division, CA; Sharon B. Morley, Personnel Operations Division, HQ; Russell Robertson, Data Systems Division, MS; Cheryl A. Montgomery, Financial Management Division, CA; William A. Ahlstrand, Office of General Counsel; Gerard R. Lear, Office of General Counsel; Cynthia R. Gottlieb, Aviation Education Staff, GA; Gilbert J. Eaton, Maintenance Division, CA; Larry R. Myers, Maintenance Division, CA; Thomas M. Barry, Maintenance Division, CA; Nathan J. Bayer, Office of General Counsel; James M. Donovan, Jr., Office of General Counsel; Alvin Stauber, Office of General Counsel; Holly M. Walters, Executive Staff, LG; Edward M. Wood, Maintenance Division, CA; Maria R. Haywood, Library Services Division, HQ; Malinda Kaufman, Executive Staff, AT; Jane M. Schirf, Executive Staff, RD; Lora J. Sheets, Logistics Service; Harriet J. Wingrad, Maintenance Division, FS; Cynthia Dillion, Executive Staff, RD; Rosemarie Orlandi, Executive Staff, RD; Georgene Ricko, Executive Staff, RD; Elaine C. Riek, Executive Staff, LG; Elaine M. Crowley, Operations Division, FS; Cheryl A. Black, Executive Staff, RD; Greta A. Krisko, Technical Assistance Division, IA; Amanda W. McDuffie, Procurement Operations Division, LG; Karen Korade, Office of the Federal Air Surgeon, AM; Mary C. MacDonald, Security Division, CS; Miles Miller, Personnel Operations Division, HQ; Douglas G. Mayberry, Accounting Operations Division, HQ; Michael D. Ball, Maintenance Division, CA; Isaac R. Wade, Office Services Division, HQ.

IS YOUR BACKYARD TURNED ON? . . . Time was when the backyard was a place to keep garbage cans, plant roses and grow tomatoes. Now that's all changed. Outdoor living is in -- people eat, dance, swim and sing in the backyard. And, as living has moved out-of-doors, so has electricity. But remember, using electricity outdoors means greater risk than it does inside. The biggest hazard is electric shock due to accidental grounding. With moist earth all about, a faulty tool or appliance can send a surge of lethal current through a person by way of the ground. Be sure that your electrical equipment is in good repair and properly grounded.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

22835

FAA Library

OCT 3 1968

D. D. Thomas
Acting Administrator

5160

68-38 September 16, 1968

Acquisitions
Section Hq 610A

CONTROLLERS GIVEN AUTHORITY TO INITIATE INTERSECTION TAKEOFFS . . . A new operational procedure that makes takeoffs from airport runway intersections routine has been adopted in a move to speed departures and reduce delays. Intersection takeoffs have been allowed for many years, but pilots were required to initiate the procedure by requesting permission from the tower. Many pilots were unaware that the procedure was permissible and consequently departure times were sometimes delayed for all aircraft at the airport. Under the new procedure, controllers will have authority to initiate intersection takeoffs. Pilots may still use the full runway length, however, or elect a different intersection for any reason, provided they inform the tower of their intentions. Controllers will provide pilots with the measured distance between the intersection and the end of the runway on request.

McKEE JOINS MANAGEMENT CONSULTING FIRM . . . General William F. McKee, USAF (Ret.), former Administrator of the Federal Aviation Administration, has been elected president and member of the board of B. A. Schriever Associates, Inc., a management consulting firm located in Arlington, Va. The name of the firm will be changed to Schriever-McKee & Associates, Inc. and General Schriever, USAF (Ret.) will continue to serve as Chairman of the Board.

TOWER DEDICATED . . . Dedication of the new tower at Will Rogers World Airport was held Saturday, Sept. 14. Principal speaker was Senator Mike Monroney. Also on hand for the ceremony were Acting Administrator David D. Thomas, Governor Dewey Bartlett, Congressman Tom Steed, Congressman John Jarman and General Quesada, former FAA Administrator.

TIME AND ONE-HALF PAY BILL REPORTED . . . The bill to provide true time and one-half pay to certain air traffic and airway facilities employees is now before the full House, and debate has been scheduled. No Senate action has been taken on this legislation.

USE OF GOVERNMENT VEHICLES EXPLAINED . . . Agency policy limits mileage rates paid for the use of personally owned vehicles for the convenience of the traveler because Government-owned vehicles are generally available at substantially lower cost to the Government. Standard sedans are available from GSA motor pools for \$2.10 per day plus 3.3¢ per mile. This is equivalent to 5.4¢ per mile for a one-day, 100-mile trip. It is essential that each traveler and his supervisor carefully review the justification for any claim for mileage on personally owned vehicles at the rate of 10¢ per mile. Make certain that Government-owned vehicles are, in fact, not available or could not be used for other compelling reasons. Certifications made on travel vouchers reflect the results of these reviews and provide the legal support for payments made to the traveler.

FAA OXYGEN SAVES INFANT . . . Quick administration of FAA's emergency oxygen supply at the Ashton, Ida., mountaintop radar site is credited with saving the life of a 10-week-old infant on Sept. 8. The baby's parents were visiting the site during an "open-house" when a car seat fell on the child, causing it to suffocate. The mother attempted mouth-to-mouth resuscitation without apparent success, then the FAA oxygen supply was administered by FAA technicians Ronald Garland and David Glenn. The baby was rushed to the Ashton hospital and has recovered completely. Emergency oxygen was added as a standard item at all mountaintop sites several years ago.

STEPHENS ASSIGNED TO SST PROGRAM AS ADVISOR . . . Colonel Robert L. Stephens, holder of four of nine world speed and altitude records set in the delta wing Lockheed YF-12A jet interceptor, has been assigned as a technical advisor to Major General J. C. Maxwell, Director of SST.

RULE-MAKING SUMMARIZED . . . The FAA issued Amendment 159-10, effective Oct. 11, 1968, to revise the landing charges at the National Capital Airports; issued Amendments 91-58 and 141-7 changing flight equipment requirements and Chief Instructor Experience requirements; issued Amendment 91-58 to permit the conduct of certain flights above 24,000 feet by foreign civil aircraft that are not equipped with distance measuring equipment (DME); and issued Amendment 43-8, 91-60 and new Part 123 to provide certification and operation standards for air travel clubs using large airplanes in the conduct of their operations. The FAA also issued Notice 68-21 proposing to amend Part 61 of the FARs to change aeronautical experience requirements for an airline transport pilot certificate with an airplane rating (comments due on or before Dec. 9, 1968) and issued Notice 68-22 proposing to amend Parts 33 and 25 of the FARs on durability requirements for turbofan engines. (Comments due on or before Dec. 9, 1968).

COMING UP! . . . Dulles is becoming more popular as the years go by. New flights and more services at the airport are contributing to this popularity. . . . Paula Hundley, a handicapped secretary in the Central Region, is also popular. Paula recently received the region's "Outstanding Handicapped Employee of the Year Award." . . . Be sure you read "His Hottest Day," another exciting true adventure story of a present-day FAAer. . . . These highlights are only a preview of the Sept. 16 issue of FAA HORIZONS.

FIRE! . . . MEET AT PREARRANGED POINT OUTSIDE . . . The National Fire Protection Association advises that in case of fire, remember: (1) Get out FAST . . . as planned; (2) In smoke: Keep low, breathe short breaths . . . covering mouth with cloth helps; (3) Call Fire Department from street alarm box or from neighbor's phone; and (4) Meet family at prearranged point outside. Do not reenter to save valuables. Fire spreads with frightening speed. Be sure children understand importance of following escape instructions. Plan escape help for infants and invalids, especially how to reach them when hall and stairs are blocked.

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OCT 3 1968

D. D. Thomas
Acting Administrator

68-39 September 23, 1968

Acquisitions

HOUSE PASSES "TRUE TIME AND ONE-HALF" BILL ^{on Hq 810} The House of Representatives has passed, by a vote of 317 to 2, the bill to provide true time and one-half pay for overtime work. As passed, the bill would cover certain non-managerial air traffic and airway facilities personnel in positions at grades GS-14 and below. Senate consideration of the bill has not, as yet, been scheduled.

CSC EXAMINATION ANNOUNCED . . . The Civil Service Commission has announced an examination for Secretary (Stenographer) and Secretary (Typing), GS-5, Announcement #WAO-812 which closes Nov. 1, 1968, and an examination for Clerk, GS-2 and GS-3, Announcement #WAO-814 which closes Nov. 8. Agency employees who are serving in secretarial or clerical positions who do not possess "career status" are urged to file for these examinations. Employees in the agency who know of anyone seeking Federal employment in either of these categories should inform them of these examinations. Further information is available in the Personnel Operations Division's Reception Office, Room 512.

MR. ZIP IS READY . . . With 83 billion pieces of mail flooding post offices yearly, your mail stands a poorer chance of prompt handling if it is not zip coded. Rapid reading and routing depend on Mr. Zip who rides your mail skillfully through the postal flood. To insure adequate handling of your mail, Government policy is to zip code all items. Messengers have been instructed to turn back all outgoing mail that is not "zipped." Don't be a "reject" writer; use Mr. Zip!

RIGHTS OF RESERVISTS, NATIONAL GUARDSMEN CHANGED . . . Public Law 90-491 has equalized restoration rights of Reservists and National Guardsmen ordered to active duty with those of servicemen and women serving under the Military Selective Service Act of 1967. Previously, there was no limit on the amount of time a Reservist or Guardsman could serve on a tour of active duty. Now, he can only serve four years plus any time involuntarily imposed by government action or he forfeits his restoration rights. This limitation has always applied to those serving under the Military Selective Service Act.

MURPHY HONORED . . . Acting Administrator Thomas presented James T. Murphy, Acting Deputy Director, BNCA, with the FAA Meritorious Service Award on Sept. 11 in a ceremony in Falls Church, Va.

BOYLE NAMED U.S. REPRESENTATIVE TO ICAO . . . Robert P. Boyle, Deputy Assistant Administrator, Office of International Aviation Affairs, has been named by President Johnson as U. S. Representative to the International Civil Aviation Organization (ICAO) in Montreal. Boyle has had extensive experience in the field of international law and has been involved in ICAO activities for several years. He served as Chief of the U. S. Delegation to meetings of the ICAO Legal Committee and to other international conferences sponsored by ICAO. He also has been active in the affairs of the Interagency Group on International Aviation (IGIA).

FARE SELECTION ANNOUNCED . . . John M. Reynolds, Facilities Check Pilot/Specialist, Pacific Region, Saigon, Vietnam.

SMOKING AND MATCHES CAUSE DEATHS . . . National Fire Protection Association statistics show that careless smoking and matches cause more than 200,000 fires and 1,200 deaths each year. Do's and don'ts you might consider are: Don't smoke near flammable liquids . . . Don't discard smoldering butts . . . Always use adequate ashtrays . . . Don't fall asleep while smoking . . . Don't smoke in bed . . . Avoid lighting matches or smoking in attics, closets or other confined places near clothes, paper, or other combustibles.

RULES SET FOR AIR TRAVEL CLUBS . . . New rules applying to private air travel clubs operating large aircraft will go into effect Oct. 14. The new regulations are similar in many respects to those governing regular air carriers, in contrast to the so-called general operating rules by which these groups have been governed until now. The new rules place considerably greater responsibility upon club operators for assuring that aircraft they operate are maintained, inspected and operated in accordance with provisions appropriate to large passenger aircraft. While none of the some 47 clubs unofficially known to the FAA have had any serious accidents, the rules are being issued to assure that club operations continue to maintain their high safety record.

TASK FORCE ESTABLISHED . . . A task force has recently been established to study airport congestion throughout the United States. The task force, composed of representatives of AS, AT and FS, will confer with airport management to determine what can be done immediately and on a long-range basis to reduce airport congestion at large hub airports. It is expected the study will take approximately six weeks.

747 ROLL-OUT PLANNED . . . Boeing expects to roll-out the 747 jumbo-jet Sept. 30. When in service, the 747 will be capable of carrying a maximum of 490 passengers using an all-economy configuration. The giant jet will accommodate between 350 and 370 passengers when used for both economy and first-class travel. Similar aircraft, the Lockheed L-1011 and the McDonnell-Douglas DC-10, will carry 345 in the all-economy setting, when introduced into regular service. FAA dignitaries attending the 747 roll-out will include Acting Administrator Thomas, General J. C. Maxwell, Director, Supersonic Transport and Arvin Basnight, Director, Western Region.

NEW LANDING FEE ADOPTED AT WASHINGTON NATIONAL . . . A minimum landing charge of \$4 for all aircraft using Washington National will go into effect Oct. 11. The newly-adopted charge will bring the basic general aviation landing fees in line with those charged air carriers under a contractual arrangement with the FAA. At present, the minimum landing charge at National is 50-cents. However, this fee does not apply to aircraft not engaged in commercial activity which weigh 3,500 pounds or less. The new FAA schedule will increase the basic landing fee for general aviation turbojet aircraft from 15 to 30 cents per 1,000 of landing weight. The fee for piston engine and turboprop aircraft in the general aviation fleet will be reduced from 15 to 12 cents per 1,000 pounds of landing weight.

FAAers TO SPEAK . . . Four FAA personnel will speak at the upcoming Society of Automotive Engineers' 1968 National Aeronautic and Space Engineering and Manufacturing Meeting, to be held in Los Angeles Oct. 7. J. Clay Staples will speak on "FAA STOL Approach, Landing and Takeoff Tests," Joan Barriage and D. Michael Brandewie on "STOL/VTOL Aircraft Characteristics and Terminal Navigation," and Usto Shultz on "Flight Monitoring and Analysis: An Objective Plan."

AEROSPACE EDUCATIONAL INSTITUTIONS LISTED . . . The Aviation Education Staff has published a listing of 240 colleges and universities which offer 30 major and degree programs in aviation, aerospace, professional pilot and related fields. The institutions are located in 46 states, the District of Columbia and Puerto Rico. Copies of this publication may be obtained from regional Public Affairs Officers or the Office of General Aviation Affairs, GA-20.

BOYD APPOINTS FORMER FAA PERSONNEL . . . DOT Secretary Alan Boyd has named William Jennings and Joseph Caldwell as Acting Director and Acting Deputy Director, respectively, of the newly established Office of Pipeline Safety. The new office will be responsible for establishing and enforcing Federal standards covering transportation of natural gas or other flammable, toxic or corrosive gases.

INTERNATIONAL AIRLINE FLIGHT ACTIVITY REPORTED . . . The airliner having the greatest utilization on international air routes is still the DC-3 (Gooney Bird), a twin-engine piston-powered airplane which first flew in 1935, according to a new FAA report, "Scheduled International Air Carrier Flight Activity." The report, based on data compiled from the "Official Airline Guide," shows the DC-3 logging a total of 1,751 flights on the Friday schedule during the sample month of May 1967. Other aircraft having high utilization were the Vickers Viscount (a turboprop) with 1,352 Friday flights, Fairchild F-27 (a turboprop) with 1,204 and Sud-Aviation Caravelle (a jet) with 1,076. The air carriers with the most international flights on the Friday according to the report, were British European Airways with 567, Alitalia with 464, Pan American with 426, Air France with 409 and Lufthansa with 401. Next in line were Aeroflot with 394, New Zealand National with 392, Scandinavian Airlines System with 379 and Philippine Air Lines with 254. The busiest international air routes were identified by the study as London-Paris with 78 flights on the Friday schedule, Paris-Rome with 55 flights and Buenos Aires-Montevideo with 51 flights.

COMBINED FEDERAL CAMPAIGN LAUNCHED . . . Acting Administrator David Thomas spoke to all "keymen" and "keywomen" Thursday at the launching of the 1969 Combined Federal Campaign for the Washington area. He emphasized that FAA had traditionally surpassed its campaign goals and felt sure this would be true in the 1969 drive. A total goal of \$146,643 has been set for employees working in the Washington Metropolitan Area. At an earlier meeting, Secretary Boyd and Campaign Chairman W. J. Driver spoke to FAA's key personnel urging full support for the annual drive to combat illness and suffering through voluntary donations. Use of payroll deductions to simplify and ease the burden of giving was stressed.

CAREER SERVICE AWARDS . . . Congratulations are in order for the following FAAers who have earned length of service awards. Headquarters Operations: 35 years - Joseph W. Cio, Mary E. Healy; 30 years - Priscilla Snyder, Armin Roseman, Vincent Casella, Anne Gardiner, Marian Hine, Marguerite A. Holder, John W. Frank, Nelson Pobihun, Walter Geilich, Walter Gilliard, George Newton, Ray Richardson, Fred Tucker, Grant Gilkey. Systems Maintenance Service: 35 years - Raymond Smith and Carl Cahill; 30 years - Joseph Seracino, Harold Pinnock, Silas Clark, Frank Cervenka, Erwin Wise, Chandler Griggs, Richard Milton, Harry Fonoroff, George Pickard, Millard Hargreaves and Walter Sims.

CLINIC HAS BUSY YEAR . . . More than 32,000 visits were made to the Headquarter Medical Clinic during the last fiscal year and more than 2,200 employees were given complete physical examinations. There were 72 findings of major diseases or conditions previously unknown to those examined. More than 3,500 had electrocardiograms, and more than 2,800 were X-rayed. Clinical laboratory tests numbered approximately 33,000.

AWARDS AND REWARDS . . . Systems Maintenance Service has presented the following awards: Sustained Superior Performance Award - Paul Bagley and Mary Borg; Quality Within-Grade Pay Increase - Thomas F. Hunt, Walter Zittle, Philip A. Palmer and Frank Castellucci. Systems Research and Development Service presented Quality Within-Grade Pay Increases to Dan L. Hopson (outstanding rating), Eugene Hall (outstanding), Frank D. Munroe (outstanding), Anne du Bignon (outstanding), Fred Gilmore (outstanding), George T. Henderson, James R. Nelson, John D. Edgbert, D. Michael Brandewie, Elizabeth Bugay and Sandra F. Wilson; Sustained Superior Performance Awards - John Schroeder (outstanding), James Dziuk, Ricardo Cassell and Marguerite Langmann. Logistics Service presented a Sustained Superior Performance Award to Alberta Sajko. Information Services has presented John Leyden with a Sustained Superior Performance Award based on an outstanding rating. Office of Aviation Medicine presented these awards: Sustained Superior Performance Award - Irene A. Barnett; Quality Within-Grade Pay Increases - Alma B. Caporale, Janet B. Lawrenson, Mary S. Harper and Sara S. Morgan.

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OCT 2 1968

D. D. Thomas

Acting Administrator

Acquisitions

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68-40 September 30, 1968

AVIATION MECHANIC PROGRAM LAUNCHED . . . The sixth annual FAA Aviation Mechanic Safety Award Program was launched last week as part of the continuing government-industry-labor effort to recognize the nation's most outstanding aviation mechanics. Aviation mechanics who have developed new safety ideas in 1968 may enter nominations, or have entries submitted on their behalf, through Dec. 31. Entry forms are available at all field facilities. Cash prizes, donated by industry, and handsome plaques and citations will be awarded at the national, regional and state levels. Mechanics will be competing for the \$500 grand prize and an all-expense trip for the winner and his family to Washington, D. C., for the award ceremonies. Two national grand prize winners will be selected -- one from an air carrier and the other from general (non-airline) aviation. In addition, there will be 18 regional and 50 state awards. Entries will be judged in three categories. The first includes improvements to airframes, engines or components which lead to increased reliability. The second category covers maintenance or inspection procedures which increase air safety. The third category, introduced last year, applies to the aviation mechanic who has consistently demonstrated an unusually high level of professionalism.

REREDITING SICK LEAVE EXPLAINED . . . Notice 3600.14 clarifies provisions for recrediting sick leave on re-employment. Unused sick leave will be recredited if the employee's break in service does not exceed three years. This applies to re-employments which occur on or after Jan. 9, 1962. Sick leave forfeited prior to that date because of a break in service of more than one year may not be recredited. For additional information, ask your supervisor or the personnel office.

NAS COMPUTER PROGRAMMING BIG . . . The Sept. 9 issue of Aviation Week magazine refers to the computer program for the NAS Stage A en route, which is being done at NAFEC under contract by IBM, and says: ". . . the program of 300,000 instructions is believed to be the largest, most complex real-time program that has ever been written, at least this side of the Communist bloc." Occasion for the article was the fact that a "stable computer program" has recently been achieved, the article says, indicating that the bulk of programming problems have been solved.

WILLIAM A. CRAWFORD . . . William A. Crawford, who was Deputy General Counsel prior to his retirement on Aug. 13, 1968, died Sept. 27 at Circle Terrace Hospital in Alexandria, Va. Survivors include his widow and three children. Mr. Crawford was the recipient of the Meritorious Service Award in August of this year. He had 27 years of Federal service, beginning his agency career in 1941. The Crawford home is at 1917 Glen Drive, Alexandria, 22307.

EMPLOYEE RIGHTS AND RESPONSIBILITIES REVIEWED . . . Employees have the right to communicate directly with personnel specialists and to review their Official Personnel Folders under the provisions of agency Order PT 3290.3. They have the right to join and participate in employee organizations or to refrain from such membership or participation. Employee complaints and grievances may be filed in accordance with procedures contained in FAA directives and in contracts negotiated with employee organizations under the provisions of Executive Order 10988. These rights may be exercised without interference or fear of reprisal. Employees are responsible for obtaining permission from their supervisors to leave their jobs to visit the personnel office. Reasons for such visits may not be required, but employees may be required to make them at a time which would least disrupt office activities.

DISABILITY RETIREES MUST REFUND SEVERANCE PAY . . . Employees who receive severance pay upon separation and are subsequently declared eligible for disability annuity must refund severance payments. Severance payments generally begin with the pay period following separation. Employees can file for disability annuity within one year of separation. Disability annuities are, of course, retroactive to the date of separation. Personnel offices will counsel affected employees so that they can avoid problems as far as possible.

PEEK-A-BOO WINDOW ENVELOPES . . . Window envelopes pay off in speeding correspondence and reducing errors from retyping addresses. BUT, how often have you put a letter or form in a window envelope so big that the contents slipped around and played peek-a-boo with the mailman? Save time, money and errors by using window envelopes, but use an envelope that snugly holds the contents. Be sure also that no entries appear between the last line of the address and the bottom edge of the window. Such entries interfere with rapid reading of city, state and zip code in the post office, and this slows your mail.

TRAINING EXHIBITS ANNOUNCED . . . The Office of Training has announced plans for a mobile exhibit program to carry the story of FAA training through displays at regional and area offices and facilities, and at conventions, fairs and aviation-oriented meetings. The exhibits will consist of Pan-L-View units displaying pictures and information about technical, management and general training provided by FAA. The first of the series will feature air traffic training from the time of recruitment through Academy resident courses to facility on-the-job training. A separate exhibit is planned for the headquarters building and the Washington area, using 35 millimeter slides and tape.

STATUS OF AF OCCUPATIONAL STUDY . . . The first meeting of the Airways Facilities occupational study group was held Sept. 10-12 to discuss problems in the occupational area, present organization, career patterns and compensation. It recommended that an in-depth study be made to determine the impact of advancing technology, equipment complexities and job pressures on the occupation. The panel further urged field participation in the study. In addition, the panel recommended that this study not be limited to maintenance positions, but be expanded to include installation technicians, electro-mechanical technicians and avionics technicians. The study group will be reviewing organization and concepts within the framework of present classification standards.

MAILING COSTS CUT SHARPLY . . . Agency mail operations are big business and are getting 10 per cent bigger each year. In 1968, we will handle 12 million incoming items and mail out 13 million pieces. To prove that pennies really count, recent changes in processing outgoing mail have cut the FAA postage budget from close to \$2 million to \$1.3 million. Cost reduction efforts by field personnel gave the following percentage reduction of their postage: SW-41%; NA-29%; PC-29%; SO-27%; CE-17%; WE-11%; EA-5%. The Headquarters mail room reduced postage 24 per cent and DOT Distribution personnel, working with Maintenance Systems postage managers, saved \$332,000 on the 5 million pieces of printed matter mailed yearly from Washington. You can do your share and keep up the good work by curtailing unnecessary air mail, folding material formerly mailed flat and giving special third-class handling to routine printed matter.

ESIS/FARE SELECTIONS ANNOUNCED . . . John B. Driscoll, Chief, Research and Facilities Programs Division, Office of Budget, Washington, D. C. . . . Bobbi G. Tillman, Chief, Civil Aviation Assistance Group, Office of International Aviation Affairs, Rio de Janeiro, Brazil.

USE OF ORGANIZATION TERMS EXPLAINED . . . The following rules are important to all FAA officials and secretaries preparing or reviewing official documents using organization terminology: (a) The term "operating administrations" is the proper manner in which to collectively refer to DOT administrations; (b) When this term is used, it is NOT necessary to additionally include "United States Coast Guard;" and (c) The term "modal administrations" is not authorized for use. All are reminded that this official terminology is established by the FAA Organization Manual 1100.1, Appendix 4, and should be used in all official documents including letters, memorandums, directives and forms.

RULE-MAKING SUMMARIZED . . . The FAA issued Special Aviation Regulation No. 21, effective Sept. 18, 1968, prohibiting carriage of certain Rhodesian products or commodities on aircraft registered under U. S. laws or under charter to any person subject to U. S. jurisdiction. The FAA withdrew Notice 67-55, Docket No. 8613, "Operation of Certain Airplanes in Controlled Airspace Under IFR," and issued Amdt. 153-3, effective Oct. 17, 1968, on covenants and reverter clauses in conveyances for airport purposes. Further issued were Amdts. Nos. 21-33, 27-3, 29-4, 43-9, 45-6, 91-61 and 127-9, effective Oct. 17, 1968, on critical rotorcraft components; Amdt. 121-44, effective Sept. 25, 1968, on operations specifications for parts pooling arrangements; Amdt. 45-7, effective Sept. 25, 1968, to permit an alternate optional location for an aircraft identification plate; Amdt. 13-6, effective on publication date, to delete all references to area counsel in Part 13; Amdt. 151-25, effective Sept. 27, 1968, to disclose for guidance of public the officials making determinations concerning clear zone areas and Amdt. 27-4 and 29-5, effective Oct. 27, 1968, requiring two separate locking devices for certain removable fasteners on rotorcraft.

FIRE HURTS . . . The National Fire Protection Association suggests that when you must work with materials of any kind labeled "flammable" or "combustible": work in a well-ventilated area, preferably outside . . . shut off all stoves, pilot lights and other flame-producing devices in the area. . . . DON'T SMOKE!

HQ BUILDING EVACUATION . . . In observation of Fire Prevention Week, Oct. 6-12, the FAA Headquarters building will be evacuated at 9:30 a.m., Oct. 11. Employees are requested to cooperate with the building floor and stairway wardens. Representatives of the D. C. Fire Department will distribute helpful literature outside the building during the evacuation period.

WHO'S WHO? . . . A new Departmental telephone directory will be published in October. Are you listed in the alphabetical section and is the listing correct? Changes may be made by calling ext. 28755 or by sending a DOT Form F 1700.1 to TAD-48. Complete instructions are contained in agency order WA 1700.1A. Changes must be made by Oct. 1 to be included in the next directory.

BLOOD FROM RED CROSS SAVES LIVES . . . Help us help. Schedule your donation today. Contact your office chairman or call Jean Keel, ext. 20984.

FA CLUB DANCE SCHEDULED . . . The FA Club Harvest Moon Ball is slated for Saturday, Nov. 2, at the Smithsonian's new Museum of History and Technology. FAAers are invited to enjoy the music of Fred Perry's "Glenn Miller" type orchestra from 9 p.m. to 1 a.m. The ticket price includes hot and cold hors d'oeuvres and all beverages. \$6.00 members, \$7.50 guests. Free parking underground and on the Mall.

CFC OFF TO A GOOD START . . . Three working days after FAA opened its campaign, we were off to a running start. The following offices have all exceeded their dollar goal and have full participation with the exception of employees on leave or in travel status:

<u>Office</u>	<u>% Participation</u>	<u>% Goal</u>
Office of the Administrator	82%	120%
Associate Administrator for Administration	80%	196%
Associate Administrator for Personnel & Training	70%	134%
Office of Appraisal	100%	125%
Aviation Medicine	100%	129%
General Aviation	82%	139%
Office of Audit	95%	107%
Management Systems	77%	117%
Office of Budget	100%	131%
Airports Service	75%	101%
Logistics Service	83%	101%

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OCT 16 1968

D. D. Thomas

Acting Administrator

68-41 October 7, 1968

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CANDIDATES SELECTED FOR FEDERAL EXECUTIVE INSTITUTE . . . Jay Meisel, Deputy Director, Management Systems, Washington, D. C., and Daniel E. Barrow, Deputy Director, Central Region, have been selected to attend separate eight week courses at the Federal Executive Institute in Charlottesville, Va. Herbert H. Slaughter, Jr., Chief, Engineering and Manufacturing Division, Flight Standards Service, Washington, D. C., is the alternate. The Institute, opened recently by the Civil Service Commission, provides a center of advanced study for top civil service executives.

ATCS IMPLEMENTATION PLANS APPROVED . . . Implementation plans for new ATCS classification and qualification standards were approved by the Civil Service Commission. For planning purposes, Dec. 15, 1968, is the nationwide target date for implementation. Actual implementation date depends upon funding. Expect confirmation of Dec. 15 date no later than Nov. 1. Copies of the organization and classification guidelines which will be used in conjunction with the CSC ATC standards distributed under CSC transmittal sheet-75 were forwarded to regions, centers and areas and field facilities last week. The field will continue to be informed as developments occur.

PROHIBITED POLITICAL ACTIVITY DISCUSSED . . . Each employee is responsible for refraining from prohibited political activity. He is presumed to be acquainted with the legal provisions applicable to him and ignorance of them will not excuse a violation. If he is in doubt as to whether any particular activity is prohibited, he should ask his supervisor, the personnel office or present the matter in writing to the local U. S. Civil Service Commission before engaging in the activity.

FIRE PREVENTION WEEK OBSERVED OCTOBER 6-12 . . . The Great Chicago Fire of 1871 is the only major conflagration whose anniversary is marked by an international observance. Fire Prevention Week is always the Sunday through Saturday period in which Oct. 9 falls, the date of the Chicago disaster. The fire killed 250 persons and destroyed 17,430 buildings at a cost of \$168,000,000. Each and every day fires in the United States claim an average of 33 lives, 1,527 homes, 20 schools, 9 churches, 13 hospitals and nursing homes, 130 stores and 123 industrial plants . . . 12,200 lives are lost annually in fires in the U. S. About 6,500 of these casualties result from fires in dwelling houses . . . 2,100 children are killed in home fires each year. One of every three young victims is alone when the fire starts . . . Number ONE cause of building fires: smoking and matches.

BOYD APPOINTED TO PRESIDENTIAL PANEL . . . Transportation Secretary Alan S.

Boyd has been asked by the President to head a panel composed of leaders in Government, education and industry. The panel will help " . . . develop a positive and practical interchange of promising young executives between Government and private enterprise, which will give them an immersion experience in the other sector at an important working level."

NATIONAL EMPLOY THE HANDICAPPED WEEK PROCLAIMED . . . President Johnson has proclaimed this week as National Employ the Physically Handicapped Week.

In his proclamation, the President stated: " . . . all of us -- and particularly those who have been spared crippling injury -- must help in providing a still wider range of job opportunities for the handicapped."

AGENCY ACCEPTING AID REQUESTS FOR AIRPORT DEVELOPMENT . . . The agency has set Nov. 22 as the deadline for public agencies owning and operating airports to submit requests for Federal assistance under the Fiscal Year 1970

Federal-aid Airport Program (FAAP). Public agencies applying for Federal aid for airport development have been urged to submit their requests promptly to the appropriate area office where information and assistance regarding the program may also be obtained. FAAP grants are made on a cost-sharing basis with the Federal Government providing generally 50 per cent of the cost of approved projects.

TRUE TIME AND ONE-HALF OVERTIME BILL PASSED . . . The Senate, last Friday,

approved the bill to provide "true time and one-half" pay for overtime work. The bill is awaiting the action of the President. As passed, the bill would cover certain non-managerial air traffic and airway facilities personnel in positions at grades GS-14 and below. The new law would be effective on the first day of the first pay period which begins on or after the thirtieth day from the date the President signs the bill.

MISS AMERICA MAIL . . . Frequently, the size nine secretary who wouldn't

be caught dead in size eleven clothes dresses her correspondence in baggy, oversized envelopes. This not only increases envelope cost, but slows handling through post office machines, and damages mail because of weak, flapping envelope ends. To insure the best possible handling, you must match envelope size closely to the contents. For example, use a 3-7/8" x 8-7/8" envelope for items that you type on 8" x 10-1/2" paper.

POST-ATTACK REGISTRATION OF EMPLOYEES . . . Order 1900.2, provides information

regarding the nationwide system for registration of Federal employees following an enemy attack on the United States. For the information and guidance of all employees, paragraph 6a of the order reads as follows: Any FAA employee who is prevented from reporting to his regular place of employment or emergency location because of an attack on the United States, will, as soon as it is safe to do so: (1) go to the nearest post office and obtain a Federal Employee Emergency Registration Card; (2) fill out the card, completing all sections; and (3) mail the pre-addressed card at the post office.

FIVE FAAers GET DOT AWARDS . . . The Department of Transportation will hold its first annual awards ceremony Oct. 15 at 10 a.m. in the Departmental Auditorium on Constitution Avenue, N. W. Thirteen employees of the various administrations will receive the Award for Meritorious Achievement, and two, the Award for Valor. FAA employees receiving the Award for Meritorious Achievement are: James E. Dow, Director of Budget, Washington, D. C.; Paul G. Welch, Project Engineer in Saigon; and Edward W. Stimpson, Assistant Administrator for Congressional Liaison, Washington, D. C. Michael A. Tougher, Electronics Technician, Wake Island; and Dr. James T. Vento, former Dental Officer, Wake Island, will receive the Award for Valor.

RULE-MAKING SUMMARIZED . . . The FAA issued Notice 68-23 proposing to amend § 151.79 FARs to change the eligibility of second runway paving for inclusion in FAAP projects.

DIRECT LINE TO MANAGEMENT THROUGH UCR . . . Corrective action on unsafe conditions or inefficient equipment which you report can now be handled faster with an improved Unsatisfactory Condition Report system (Order 1800.6A) and a new report form (FAA Form 1800-1). An added feature is that you may now propose a solution to the unsatisfactory condition which you report without preparing a separate employee suggestion form. If your solution is adopted, you may be eligible for an award under the Employee Suggestion Program. Employees close to the scene are often in the best position to spot trouble areas. When you see a situation involving safety or efficiency of equipment, submit a UCR promptly. Don't wait for somebody else to act. He may be waiting for you.

NEW GUIDELINES FOR INSPECTORS ISSUED . . . A new classification guide for air carrier and general aviation inspectors has just been issued. The guide is the result of the efforts of a joint Flight Standards Service/Office of Personnel team over a two-year period. The guide recognizes the increased complexity of the Aviation Safety Officer occupation, updates the classification criteria and provides for the upgrading of some positions. Dec. 1 is planned as the effective date for agencywide implementation of the new guide.

CIVIL DEFENSE DRILL SCHEDULED . . . A Civil Defense Warning Signal System Test, held regularly on the second Wednesday of each month, is set for 11 a.m., Oct. 9. The test, consisting of a short blast on the buzzer alarm requires no action by employees. Remain at your desk during the test. This test is not to be confused, however, with the fire drill scheduled for Oct. 11.

TRANSPORTATION INFORMATION CENTER PLANNED . . . A Transportation Information Center is planned for the Southwest Employment Area, where route, schedule and fare information will be available. There also will be a carpool selector board. A clerk will be on duty to give additional information, accept suggestions and complaints and collect data to help evaluate the center. WMATC will supervise the project, which will last for 17 months. The center will be built onto the exterior of the new HUD building and will be a focal point where Southwest employees can get help on their individual commuting needs. Hopefully, the center will be operating before the end of the year.

NEED A RIDE . . . A quick glance at the "car pool locator board" in the "A" level garage shows that some 100 employees scattered throughout the Washington metropolitan area desire to join car pools and a like number are looking for riders. If you are in either category, it might pay you to check the locator board. Remember, only those individuals employed in FOB 10A are eligible for car pool membership.

UNSCHEDULED FIRE DRILL . . . The prompt, unquestioning and correct response of the great majority of employees to the inadvertent activation of the fire alarm on Sept. 27 would warm the cockles of the most hardened fire marshal's heart. However, some individuals, who were in the snack bars and cafeterias and in offices, did not comply. This puts an extra burden on the volunteer wardens who have to take time to round up the laggards. Remember, there are only two signals, both of which mean Take Immediate Action. When you hear either of these, get going; don't stop to call anyone! Buzzer (either long or short sequence) -- go to A level shelter; Gong -- evacuate the building.

AWARDS AND REWARDS . . . NASPO has presented the following awards: Quality Within-Grade Pay Increases - Pasquale Vacchio, Joseph Tippet, Mary M. Manatos; Sustained Superior Performance Award - James Chestnut, Malcolm Johnson; Outstanding Performance Rating - Clyde Humphreys, Ferris Howland, John Driscoll, J. W. Rabb, Ruby Shantz and Patricia Hunt. Air Traffic Service presented the following career service emblems: 35 years - John T. Renfroe, John D. Whiteside, Hugh C. Henline and Clarence G. Johnson; 30 years - James B. Watson, Jesse L. Sternberger, Edgar B. Johnson, Aubrey A. Cole, Felton E. Jackson, Robert C. Stevens, Levere K. Budge, James L. Dalton, Ted E. Price, John H. Moyer, Bernard H. Hall, George L. Axford, Paul A. Greene, Conrad A. Pilkenton, Ralph Fletcher, Hugh H. McFarland and James T. Lee. NASPO: 35 years - Tom Dodson; 30 years - Ray Mulari, John Driscoll, Ezra Nichols. Logistics Service: 40 years - Clete M. Estep, Clement E. Mayhall. Aviation Medicine: 30 years - Albert Poliak. Flight Standards Service presented these awards: Sustained Superior Performance Awards - Hugh H. Cobb, Kathleen M. Fisher, Roland W. Jamie; Quality Within-Grade Pay Increases - Mary Alice Bartock, Lauretta Blakeslee, Paul Boyd, Paul R. Grim, Dorothy J. Phillips, William E. Rogers; Special Service Award - Allen M. Morrissey.

WELCOME TO FAA! . . . Anne E. Marlow, Data Processing Division, HQ; Elsie N. F. Hauge, Accounting Operations Division, HQ; Eva M. Trent, Personnel Operations Division, HQ; Malcolm H. Holliday, Office Services Division, HQ.

PAUL F. BARRY . . . Paul F. Barry, an air traffic control specialist in NASPO, died of a heart attack on Sept. 7. He is survived by his wife, Mary, and five children.

FAAer's SON RETURNS . . . Michael Sullivan, son of Carl Maisch, Deputy Director, Office of Compliance and Security, has returned from service in Vietnam. While serving with the 1st Infantry Division he was awarded both the Bronze Star Medal and the Purple Heart. He is now attending classes at Montgomery Junior College.

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FAA Library

OCT - 3 1968

D. D. Thomas

Acting Administrator

68-42 October 14, 1968

Acquisitions
Section Hq 610A
PRESIDENT SIGNS

TRUE TIME AND ONE-HALF LAW

On Oct. 10, the President signed the bill which provides for true time and one-half pay for overtime worked by certain non-managerial employees in positions at grades GS-14 and below. It applies only to personnel occupying positions directly engaged in the operation and maintenance of the air traffic control and air navigation facilities systems. The extremely high rate of growth in air transportation has created the need for continuing substantial overtime work by many personnel in these kinds of positions. Current overtime provisions meant that in some cases these employees were being paid less, or only slightly more, than their regular hourly rates.

In a speech before the Air Traffic Control Association, Acting Administrator D. D. Thomas paid tribute to the OST, Bureau of the Budget, Civil Service Commission and the Congress for their efforts in getting the legislation enacted.

Prior to enactment of these new provisions, the hourly overtime rates for all employees were limited to one and one-half times the basic hourly salary of the first step of GS-10. The new law removes this restriction only from employees occupying positions which the Secretary of Transportation determines are critical to the daily operation of the air traffic control system, directly affect aviation safety and involve physical or mental strain or hardship. In addition, the Secretary must determine that the operating requirements cannot be met without substantial overtime work.

The new law becomes effective on the pay period beginning Nov. 17. An agency directive containing details on the implementation of the new provisions will be issued in the near future.

Hourly rates for General Schedule (GS) employees can be determined by dividing the annual salary by 2,080 hours (number of work hours in a year), with the result adjusted to the nearest cent, counting one-half cent and over as a whole cent.

For employees in grades 14 and below, who are covered by the true time and one-half overtime bill, the new overtime rate can be determined by multiplying the hourly rate for regular pay by one and one-half, with the result adjusted to nearest cent, counting one half cent and over as a whole cent.

SICK LEAVE IS VALUABLE . . . Recently, an FAA employee was away from his job for nearly six months. Fortunately, he had accumulated enough sick leave to guarantee his usual pay check during his illness. Good insurance, wouldn't you say? But, there are many employees who have lengthy illnesses without sufficient sick leave in their accounts to cover the time needed to recuperate. Careful, judicious use of valuable sick leave can pay real dividends in time of need in terms of money and peace of mind.

HATCH ACT REMINDER . . . A Federal employee has the right to vote as he chooses and the obligation as a citizen to inform himself of the issues and to register and vote. An employee may attend political rallies, join political clubs and make voluntary contributions to any regularly constituted political organization. He may speak on issues but may not campaign for or against a political party or candidate. However, he should keep in mind the general prohibitions against active participation in political management or in political campaigns of a partisan nature.

NEW ALASKAN DEPUTY WELCOMED . . . Colonel William P. Comstock was welcomed aboard as Deputy Director of the Alaskan Region on Oct. 1, by Director Lyle K. Brown. Colonel Comstock, a career Air Force officer, was Commander of the 28th Air Division, Montana, prior to assuming his new position with the agency. He started flying in 1937 while still in college. He entered military service in 1941, graduating from military flying school the same year. During a break in his military service, he flew as a pilot in the Canadian bush, and as a pilot for Great Lakes Airlines. Recalled in 1951, he has remained on active duty ever since.

FARE APPLICATION REMINDER . . . The Foreign Assignment Resources Employee (FARE) System allows an interested employee to have his application on file for automatic consideration for overseas positions. Employees at grades GS-12 (or its equivalent) and above are eligible to apply. To get into the system, an employee submits a completed Form 3639, Foreign Assignment application, through his supervisor to his personnel office. An employee already in the FARE System should resubmit a completed Form 3639 whenever there is a significant change in his duties and experience, or at least once every two years. This updating assures current employment history as well as confirmation of continued interest in overseas assignments. Application forms are available through your supervisor or the personnel office.

GET READY FOR WINTER . . . Don't wait until the last minute to winterize your car and consider winter driving techniques. Remember that normal speeds are often too fast for winter conditions. Whenever weather is bad, SLOW DOWN.

WASHINGTON EMPLOYEES SURPASS CFC GOAL . . . On Oct. 3, Secretary Boyd congratulated Acting Administrator Thomas on the achievement by Headquarters and Headquarters vicinity employees of 100 per cent of their financial goal in the Combined Federal Campaign -- and the fact that these employees constituted the first major operating unit in the DOT to reach this goal. Since then, the total for Washington employees has risen to 104.5 per cent of the financial goal, with 81.3 per cent participation. The latest financial total is \$142,699.

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67-610

D. D. Thomas

Acting Administrator

68-43 October 21, 1968

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JOSEPH H. TIPPETS . . . Joseph H. Tippets, Associate Administrator for Personnel and Training, died suddenly at his Maryland home on Oct. 18. He was one of the nation's most dedicated public servants. In his passing, the agency and the Government have suffered a great loss. Our condolences go to his family and all who knew him affectionately as Joe T, a good friend to all. He was 54, and had spent 36 years in Government service. Funeral services were held Monday at 1 p.m. at the College Park Ward of the Church of Latter Day Saints, Hyattsville, Md. In memory of Joe T. and his dedication and devotion to FAA and its people, a Joe T. Memorial Fund has been established in lieu of flowers. Checks should be made payable to E. J. Anderson, PT-1, Department of Transportation, Federal Aviation Administration, 800 Independence Ave., S. W., Washington, D. C. 20590.

AGENCY HONORED BY BROTHERHOOD AWARD . . . Oscar Bakke, Acting Deputy Administrator, accepted the National Brotherhood Award presented to FAA by the National Conference of Christians and Jews on Oct. 16. The award recognizes the agency's leadership efforts in initiating and developing programs for equal opportunity for all persons and for specific programs designed to increase employment opportunities for the physically handicapped, women, youth and minority groups. Donald E. Higgins, Career Systems Division, Office of Personnel, also received a medallion for his continuous and persistent efforts as Equal Employment Opportunity Coordinator in the development of these programs and for his overall contributions to equal opportunity.

UNITED NATIONS DAY PROCLAIMED . . . United Nations Day, Oct. 24, will be celebrated all over the world in recognition of the international cooperation fostered by the United Nations.

DIRECTED STUDY COURSE AVAILABLE . . . The course, Fundamentals of Supervision (DMF-21), is now available for all agency employees. Use of automatic data processing equipment at the Academy now permits unlimited enrollment. Applications are to be submitted under the same procedures as for all other Directed Study Courses. Supervisory approval is required on the application form, "AC Form 3145-2 (5-68). Plans are underway to remove quota restrictions on the Management Improvement Through Team Study (MITTS) Courses.

FAA ENGINEERS SELECTED . . . Milton B. Meisner, staff assistant, Office of the Associate Administrator for Plans, has been selected to serve on the newly reorganized Research Committee of the Aero-Space Transport Division, ASCE. George Buley, civil engineer, Airport Service, will serve as program chairman for the next Specialty Conference sponsored by the Aero-Space Transport Division to be held in conjunction with the ASCE National Meeting on Transportation Engineering scheduled for July 1969 in Washington.

POLITICAL ACTIVITY EXPLAINED . . . A Federal employee may wear a political badge or button, but may not distribute campaign material. He may sign petitions, including nominating petitions, but may not initiate them or canvass for the signature of others if the petitions are identified with partisan political management or campaigns. He may display a political sticker on his private automobile, but may not participate in a political parade.

RULE-MAKING SUMMARIZED . . . The FAA issued Amendment 103-4, effective Dec. 31, 1968, on transportation of dangerous articles and magnetized materials; issued Amendment 103-5, effective Nov. 16, 1968, to permit small helicopters to carry 20 gallons of aviation fuel on external racks when operated in remote areas of the United States, and issued Amendment 29-19, effective Nov. 16, 1968, to permit installation of reciprocating engines having integral oil sumps in airplanes certificated in the transport category without requiring oil sumps to be fireproof. The FAA Notice 68-25 proposes to amend § 151.45 and § 151.51(a)(3) FARs to require sponsors to provide, with respect to airport construction work, adequate and competent engineering supervision and inspection (comments due on or before Nov. 18, 1968), and also Notice 68-24 considering amending § 37.172 of Part 37 of the FARs to update minimum performance standards for aircraft wheels and brakes and to establish standards for small aircraft landing wheel brakes.

DAYLIGHT SAVINGS TIME ENDS . . . At 2 a.m. on Sunday, Oct. 27, clocks will be turned back one hour as the country returns to standard time. Employees working at the time of the changeover will receive night differential and overtime pay for working the extra hour. The pay of those on leave or using compensatory time off will not be affected.

ORGANIZATIONAL BIAS SEMINARS SCHEDULED . . . The agency will sponsor four two-day Organizational Bias Seminars in FY-69. Seminar participants will explore challenges and problems of equal employment opportunity as they exist in the United States, the Federal service in general and the FAA in particular. All sessions are designed to broaden the participants' understanding of the nature of prejudice by exposing them to situations not previously experienced. Seminars are scheduled for the following places and dates: Minneapolis Area Office - Nov. 20-21, 1968; Seattle Area Office - March 27-28, 1969; Houston Area Office - April 16-17, 1969; and Aeronautical Center - June 4-5, 1969.

FAR, AC CHECKLISTS GET NEW LOOK . . . To provide better public service and savings to the FAA, the October 1968 issue of FAA Aviation News lists the status of FARs, while the AC Checklist, AC-00-2K, of Oct. 2, 1968, also contains the FAR status list. Improvements and savings amounting to about \$25,000 per year, resulted from the Office of Management Systems Distribution Systems Study headed by Robert Friedman.

HQ CFC CAMPAIGN COMES TO CLOSE . . . Although the final tallies are not in, this year's CFC campaign has been highly successful for FAA. As of Oct. 16, more than \$157,000 had been contributed at Headquarters. This represents 115 per cent of our goal and a 96 per cent participation by FAA personnel.

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FAA/FAA 610

OCT

D. D. Thomas

Acting Administrator

68-44 October 28, 1968

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REGIONAL DIRECTORS HONORED . . . Acting Administrator Thomas presented Meritorious Service Awards last week in Washington to W. Lloyd Lane, Director, Aeronautical Center; Henry L. Newman, Director, Southwest Region; Raymond B. Maloy, Director, Europe, Africa and Middle East Region; and Phillip Swatek, Director, Pacific Region. Richard Skully, Deputy Director, Aeronautical Center, accepted the award on the behalf of Lane, who was unable to attend the ceremony.

AF OCCUPATION STUDY MOVES ON . . . Field and staff representatives met in Washington Oct. 22-24 to make definitive arrangements for the Airway Facilities Occupation Study. The in-depth study is designed to determine the impact of advancing technology, equipment complexities and job pressures on the occupation. Operating personnel are urged to assist the study group when they visit field facilities.

ABSENCE TO VOTE, TRANSPORTATION EXPLAINED . . . As a general rule, an employee should have three hours either before reporting for work or after leaving work to get to the polls. When this is not possible, excused absence may be authorized in accordance with PT P 3600.2, paragraph 78(1). Under the Hatch Act, a Federal employee may use his automobile to transport only members of his immediate family to the polls. However, riders in regularly scheduled carpools may stop at the polls on the way to or from work.

MANPOWER PLANNING DISCUSSED . . . Louis B. Gettman, Chief, Systems Development, Manpower and Planning Staff, addressed the Public Personnel Association's Annual International Conference in New Orleans Oct. 21 on "Manpower Planning, A Challenge to Personnel Management - The Problem and Its Implication for the Personnel Office." He also served as a member of a "problem clinic" panel on manpower planning. The conference was attended by approximately 1,500 Federal, state and local personnel officials from throughout the free world.

NEW ATCS STANDARDS EFFECTIVE IN DECEMBER . . . With the Presidential signing of the supplemental appropriations bill, implementation of the new ATCS standards will become effective on Dec. 15. Approval by the 90th Congress made possible the implementation date. Necessary actions will be taken in accord with the organization and classification guidelines furnished to the field in early October.

- 2 -

SUMMER JOB EXAMS ANNOUNCED . . . Four tests for summer jobs in 1969 will be conducted throughout the nation. Candidates who wish to compete should ask for a copy of Announcement No. 414, "Summer Jobs in Federal Agencies," which may be obtained from high school counselors, college placement offices, Civil Service Commission offices and major Post Offices. The announcement contains complete information on the types of jobs to be filled and an application blank the applicant may use to indicate the city he or she wishes to be tested in. Those who apply by Nov. 6 will be tested on Dec. 7, by Dec. 6 on Jan. 11, by Jan. 3 on Feb. 8 and by Jan. 30 on March 8.

ESIS SELECTIONS ANNOUNCED . . . Walter D. Kies, Chief, Planning Branch, Air Traffic Division, Eastern Region. John B. Komich, Chief, Airports Branch, Boston Area Office, Eastern Region.

SNAKES ON WAKE . . . It's one darn thing after another on Wake. Just a year ago, Typhoon Sarah hit the island with 120 mph winds causing the evacuation of hundreds of residents. Then came the "mystery gas" incident: A large part of the north end of the island had to be placed off limits because of a tear gas like substance (later identified as chloropicrin) leaking from cannisters jettisoned on the reef during World War II. The most recent crisis involved two boa constrictors -- one eight feet long and the other five feet long -- which escaped from the luggage of two servicemen who were transporting them back to the United States as souvenirs of Southeast Asia. After several hours of frantic searching by a posse armed with baseball bats and machetes, the snakes were located huddled together on the edge of a thicket not far from the airport. As for the fate of the two boa constrictors, we refer you to a report of the Wake Island Epicurean Society to the effect that snake steak is not bad at all. And there probably are a lot of new belts on Wake Island as well.

FLYING HABITS OF PRIVATE PILOTS REPORTED . . . A study sponsored by the Aircraft Development Service indicates that about half the private pilots (51 per cent) fly less than 50 hours a year and only 21 per cent fly more than 100 hours a year. The study also indicates that almost half of the private pilots (45 per cent) have less than 250 hours total flight time. Moreover, only 32 per cent have more than 500 hours and just 16 per cent have more than 1,000 hours. The new report, AD 675-818, is titled "Study to Determine the Flight Profile and Mission of the Certificated Private Pilot."

GET THE FEEL OF THE ROAD . . . When you drive, always be prepared to stop. Test road conditions as soon as you start out by trying your brakes to find out how slippery the road surface is. Check brake lights, too. Sometimes it doesn't do much good to stop if others are not warned.

SICK LEAVE EQUALS DOLLARS . . . Does \$6,000 help a family when the breadwinner can't work? At least one FAA employee will vouch for it. Faced with the need for extensive corrective surgery as a result of an earlier injury, he entered the hospital knowing his sick leave would cover his time away from work. More than 800 hours were required and were available, thanks to his wise use and accumulation of this important benefit. Remember, there is no limit on how much sick leave you can accumulate, and no telling when it will be needed.

MOBILE LOUNGE "EXPANDED" . . . Installation of two additional overhead hand-rails in mobile lounges at Dulles has increased the capacity of these huge vehicles from 90 to 102 passengers. Use of mobile lounges has obviated the need for the sprawling network of "finger" extensions which characterize the design of terminal buildings at most other major metropolitan airports. Passengers at Dulles are whisked directly between the terminal and aircraft on the mobile lounges in air-conditioned comfort, fully protected from weather, noise, jet blast and exhaust fumes. Measuring 54 feet by 16 feet by 17-1/2 feet and weighing 76,000 pounds empty, the mobile lounge is the largest passenger-carrying vehicle ever built to be operated on rubber tires. Driving one is "like sitting on your front porch and driving your house around," according to one mobile lounge operator.

AIRPORTS GO DOWN TO THE SEA . . . Suddenly, a great many people are showing a great deal of interest in water site airports as a way of relieving air traffic congestion and noise problems plaguing many large coastal cities. In the past few months, FAA has been asked to review no less than 25 separate proposals for offshore airports in such areas as New York-New Jersey, Boston, Chicago, New Orleans, Los Angeles, San Diego and Seattle. Proposals included floating airports and airports enclosed by dikes, built on embankments and constructed on piles. Although offshore airports generally are considered feasible from a construction standpoint, there are still questions about their operational and economic feasibility. FAA, therefore, is presently considering undertaking research into all aspects of water site airports.

MISS FA CLUB TO BE SELECTED . . . FAA and OST employees will ballot this week to select Miss Federal Aviation Club from 14 semi-finalists whose pictures are posted on the mezzanine. Three contestants with the highest number of votes will be named at the Harvest Moon Ball, Saturday, Nov. 2, at the Smithsonian Museum of History and Technology. Second runner-up, first runner-up and Miss FA Club will be selected by chance that evening. The semi-finalists and the offices and services they represent are: Carol Poldiak, NO-1; Elaine Barton, AT-1; Sharon Feighner, MS-1; Bonadonna Schmaltz, DS-1; Linda Bullers, SS-1; Laura Krupa, PN-1; Ruth Whaling, AS-1; Brenda Wenger, HQ-1; Bessie Waiters, FS-1; Rosemary Pizarchik, SM-1; Carol Anderson, IS-1; Karen Anderson, IA-1; Patricia Ann Young, LG-1; and Donna Cox, RD-1.

CALLING PUERTO RICO . . . Metropolitan Washington Area FTS users may now place calls to Puerto Rico by dialing IDS code 106. The same IDS code may be used when placing calls to Alaska or Hawaii. Remember that long distance calls on FTS lines should be used only for Government business and only when record communications will not suffice.

PHONE DIRECTORIES AVAILABLE . . . New 1968-69 Washington Metropolitan Area directories are now available on the B level garage near the GSA store. Each Office and Service may obtain directories at this location until Nov. 8. Please return old directories for disposal when picking up new ones.

ROTATE YOUR RECORDS . . . Are you plagued by drawers of inactive but needed records that crowd the files and slow your filing operation? The Federal Records Center at Suitland will store records free and give one day retrieval service. Any records not needed more than once a month are considered inactive and eligible for retirement to the records center. As a taxpayer you will appreciate that it costs ten times more to hold records in your office than in record centers. For assistance call your service records officer or the FAA Records Officer on ext. 27226.

ABSENCES FOR VOTING EXPLAINED . . . Polls in the District of Columbia are open from 8 a.m. to 8 p.m.; in Maryland from 7 a.m. to 8 p.m.; and in Virginia from 6 a.m. to 7 p.m. Employees who vote in the District of Columbia and Maryland may not be excused for voting, but Virginia voters may be excused for a maximum of one-half hour.

WELCOME TO FAA! . . . Herman D'Aulerio, Environmental Development Division, RD; Lois J. Frear, Investigations Division, CS; Lewis O. Ola, Executive Staff, FS; Jasper E. Bell, BNCA; Clyde L. Gay, BNCA; Gloria D. Russell, Data Processing Division, HQ; Ann Liming, RD; May Ream, Library Service Division, HQ; Joyce DePalma, Publishing and Graphic Division, HQ; Harry Cornelison, Data Processing Division, HQ; Percy Andros, Environment Development Division, RD; Janice Banks, IA; Elizabeth Richardson, Publishing and Graphics Division, HQ.

AWARDS AND REWARDS . . . The Office Management Systems has presented a Sustained Superior Performance Award to Yvonne S. Smith. SST has presented a Sustained Superior Performance Award to Robert E. Parsons. Air Traffic Service has presented these awards: Sustained Superior Performance Awards - Margaret Kohoutek, Sheryl Neeleman, LaVere K. Budge; Quality Performance Awards - Roy Browning, Russell Fitzgerald; Special Service Awards - Glen Tigner, Clarence G. Johnson. Information Services has presented a Quality Within-Grade Pay Increase to Louise Schermerhorn. Aircraft Development Service presented the following career service emblems: 30 years - William B. Barnes and Harold D. Hoekstra; 25 years - William C. Richardson, Jr.; 15 years - William T. Westfield.

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D. D. Thomas

Acting Administrator

68-45011-1104 November 4, 1968

Section Hq 610A

Acq 3

AIR SAFETY AWARD NOMINATIONS MADE Section James O. Dougherty and James W.

Campbell are the FAA nominees for the Laura Taber Barbour Award, granted by the Flight Safety Foundation in recognition of notable achievement in the field of aviation safety - civil or military. Dougherty, Assistant Chief, Maintenance Division, Flight Standards Service, was nominated for his outstanding leadership in development of the comprehensive safety regulation "Crashworthiness and Passenger Evacuation Standards for Transport Category Airplanes." Campbell, Chief, Flight Instructor Refresher Unit, Flight Standards Training Branch, FAA Academy, was cited for contributions to general aviation safety. His outstanding personal leadership of the flight instructor clinic teams resulted in increased effectiveness of flight instruction and greater public awareness of the important role of the flight instructor.

ALLOTMENTS OF PAY FOR SAVINGS ACCOUNTS . . . In the near future, the Treasury Department will issue regulations under which employees will be permitted to make allotments of pay to financial institutions for deposit to savings accounts. This type of allotment is authorized by Public Law 90-365. When implementing regulations are received, the Office of Management Systems will issue agency instructions. The present target date for commencing "allotments for savings" is January 1969. Highlights of the law are: (1) Any employee whose place of employment is in the United States may make allotments of pay to one or two financial institutions (banks, savings and loan associations, Federal or state chartered credit unions) for deposit to savings accounts. The designated institution must agree to pay a small service charge (probably six cents) for each payroll deduction. (2) These allotments will not affect the mailing to a financial institution, without charge, of the employee's net pay for deposit to either a checking account or savings account. (3) There is no change in existing regulations which permit such allotments by employees stationed outside the United States.

FAA CRACKS DOWN ON AIRMAN EXAM CHEATING . . . Investigations of irregularities in the use of airman examinations have led to at least 25 violation actions against individuals over the past year, including criminal action by the Department of Justice. To date, there have been 16 cases in which airman certificates have been revoked by FAA or surrendered voluntarily at the agency's request. One flight training school also has had its FAA certificate revoked.

MOORE AWARDED "SPIRIT OF ST. LOUIS" AWARD . . . Associate Administrator for Operations George Moore was awarded the "Spirit of St. Louis" Award at the 1968 Transportation Engineering Conference Oct. 29. Moore was cited for " . . . his imaginative leadership in the development and establishment of operating standards which provide the environment for jet aircraft to become safe and effective and for the promotion of air safety in a rapidly growing industry through improved operations monitoring and accident prevention."

ANNUAL LEAVE CAN BE LOST . . . Employees can carry forward 30 days of annual leave into the new leave year. Employees stationed outside the 50 states who are eligible to earn 45 days may carry forward up to 45 days. Certain employees had higher accumulation prior to enactment of the 30 and 45 day limits, and they may carry forward their higher amounts until used. Leave in excess of the applicable amounts will be lost if not used by Jan. 11, 1969. Payment cannot be made for forfeited annual leave. Supervisors should check leave balances now to assure equitable scheduling of leave for the balance of the leave year.

NATIONAL GUARD TECHNICIANS ACT EXPLAINED . . . The recent National Guard Technicians Act will not cover FAA employees who were former National Guard civilian technicians. The new law covers only present state employees who normally work with Guard units in civilian support roles but who, with some exceptions, go on active military duty when their units are activated. They will become civilian employees of the Department of the Army and Air Force on Jan. 1, 1969.

FRANCIS L. SMOOT, JR. HONORED . . . FAA's Special Service Award has been conferred on Francis L. Smoot, Jr., transportation economist with the Office of Policy Development. The award was made to Smoot for superior accomplishments in forecasting and planning of the National Aviation System. In conferring the award, Ronald W. Pulling, Acting Associate Administrator for Plans, called attention to Smoot's pioneering work in such fields as development of techniques forecasting in-depth and detail noise contours related to terminal areas. His contributions included development of forecasting methodology for determining the longest air carrier non-stop flights between major and medium terminals, a major criterion employed by the agency in administering Federal Aid to Airport Funds.

OUTSTANDING FLIGHT ASSIST AWARDS ESTABLISHED . . . The first of an annual award established to honor the outstanding flight assists of the year has been presented to Irving Greenblatt and Lawrence Proffitt of the Charleston Tower; Andrew McMorro of the Huntington FSS; Jack McCormick and Ronald Vandermolen of the Burlington, Ia., FSS; and Duane Rugg, John Hochbarger and Dave Strachan of the Wasau, Wisc., FSS.

NEED A NEW FORM? . . . Don't fuss and fret on a do-it-yourself basis when you want a new or revised form printed! Do see your service Forms Officer for assistance. He is listed on page 119 of the new telephone directory.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

HP-630
NOV 18 1968

Raymond B. Miley

68-46 November 12, 1968

Acquisitions
Section Hq 610A

Assistant Administrator,
Europe, Africa, and Middle East Region

FEDERAL WOMEN'S AWARD NOMINEES NAMED . . . Four outstanding agency employees have been nominated by the Department for the Ninth Annual Federal Women's Award as follows: Katharine Stinson, Aerospace Engineer, Flight Standards Service; Alice M. Kosobucki, Chief, Airways Program Division, Office of Budget; Ethel Cohen, Special Assistant to Associate Administrator for Personnel and Training; and Nona Quarles, Special Assistant to Assistant Administrator for General Aviation Affairs. The award is presented each year for notable achievement in a major government program, or outstanding contribution to administrative, social, scientific or technical progress in the work of a Federal agency. Last year, Rogene L. Thompson, Supervisory Air Traffic Control Specialist, Alaskan Region, was nominated and received one of the awards.

TOP OFFICIALS TO "GREET" NEW ATCS TRAINEES . . . Welcoming remarks by the Acting Administrator, D. D. Thomas; Acting Associate Administrator for Personnel and Training, E. J. Anderson; and Acting Director, Air Traffic Service, W. M. Flener, have been filmed for use in initial ATCS training courses at the Academy. The short color film, to be ready in the near future, will be used to introduce the trainees to the opportunities and challenges of a career with FAA.

SEE AND BE SEEN . . . Walking, as well as driving, becomes more hazardous as winter approaches. Visibility is reduced by shorter daylight hours. Frosted or fogged windshields, congested roads and streets and darker winter clothes restrict visibility. The approaching holiday season brings out more pedestrians bundled against the weather. Both the driver and walker face the hazards of ice, snow and rain with added distractions (or attractions). Moral: be extra careful, whether walking or driving.

COMING UP! . . . As all good newspapers should, FAA HORIZONS gives you the story on America's first three-man orbital flight. Unlike other newspapers, however, HORIZONS highlights the important part the FAA plays in the government space effort. . . . There are more things on FAA's radar screens than space ships. In San Antonio, operations officers are seeing bats. . . . We go from space objects to "Hide and Seek." FAA has been holding demonstration tests which demonstrate the importance of emergency locator beacons to aircraft crash victims. . . . Ever think that 39 square miles of marshland could be of any real use? In southern Florida, an airport is being built on exactly this type soil. The first runway is scheduled for completion by October, 1969. . . . You'll enjoy another of our true adventure stories of present-day FAA employees. "Held as a Spy" is an exciting episode in the life of Charles Shinault, of the Houston ARTC Center. . . . All of these stories and more are contained in this week's issue of FAA HORIZONS.

UNITED STATES CIVIL SERVICE COMMISSION

Washington, D. C. 20415

October 7, 1968

Mr. Jack Wooldridge
Editor, Nation's Business
1615 H Street, N. W.
Washington, D. C. 20006

Dear Sir:

I was shocked to see the low, vicious, unjustified attack on Federal employees titled "Riding the Gravy Train" in the October Nation's Business.

Federal workers were accustomed to this kind of uninformed diatribe many years ago. But most business leaders today are much better informed about civil service, so I am amazed that the Chamber of Commerce would permit such a poorly researched piece to appear in the pages of its magazine.

Let me be specific:

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None of these statements will withstand scrutiny. Here are the facts --

1. The standard work week in government is 40 hours; many industrial contracts call for fewer hours per week. Thousands of Federal workers put in hours of uncompensated overtime each week -- something reserved for executives in industry. Many Federal employees will tell you the last time they worked as little as 40 hours a week was when they were employed in the private sector.

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3. It is true that Federal fringe benefits are attractive, and they must be for Government to compete with other employers for talent. But the benefits package is not as good as those of many private employers. The Chamber of Commerce's own survey, as reported in Federal Times this week, shows fringe benefits costing 27% of payroll in 1150 companies surveyed. Our last study pegged the Federal fringe benefits package at 23.8% of payroll.

There are a number of reasons for the difference, all conveniently overlooked by your writer. For one thing, many companies pay the full cost of group life and health insurance and pension plans for their employees. Federal workers pay the lion's share of the cost of their life and health insurance, and they pay their full share toward their retirement plan.

4. Your writer makes it appear that promotions come fast and easily in Federal service. We do move up promising people as quickly as we can so that they won't leave for greener, higher-paying industrial pastures. However, the law limits the rate of promotions generally to not more than once a year -- a lid private employers do not have. Our studies show that, on the average, Federal workers are promoted only about every three years.

5. Your writer says the pay of Federal employees is "running about neck-and-neck" with private employees, but states the rate of increases since 1958 has been 75 per cent for Federal employees compared to 55 per cent and less for selected groups of private employees.

It is true that since the principle of comparability with private salaries for similar work was established in 1962, we have been closing the pay gap -- but it isn't closed yet and won't be for a time. Salaries in most grades still lag behind private pay -- by up to 19%. The pay increase next July will narrow the gap more, but the new pay rates will be based on a survey of industry pay made last summer -- so our pay rates will continue to be a year behind industry's still advancing salaries for similar work.

In citing a favorable rate of increase since 1958, your writer fails to mention that Federal workers got far fewer and lesser increases than private workers in the years from 1938 to 1958. We had considerable catching up to do, and we're still trying.

6. Instead of being the "most mollycoddled" group of workers, civil servants are in some ways the most put-upon. Not only is their conduct -- on and off the job -- subject to scrutiny and criticism of everyone because they work for the taxpayers, but they also give up certain rights to be privileged to serve the public. For example, there are legal limits on their participation in politics and they are forbidden to strike -- rights other Americans take for granted. And they are subject to ethics and conduct regulations to guard against conflicts of interest -- matters of concern to few in the private sector.

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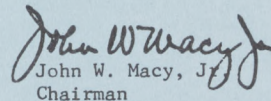
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Sincerely yours,


John W. Macy, Jr.
Chairman

cc: Mr. Winton M. Blount
President, U. S. Chamber
of Commerce
1615 H Street, N. W.
Washington, D. C. 20001

(The above letter, written by Mr. Macy in response to an article in the October issue of "Nation's Business," is considered to be of interest to all FAA employees and for that reason is being reproduced here in full).

COMBINED FEDERAL CAMPAIGN 1969: Employees of the EU Region Headquarters are to be congratulated on their contributions to the 1969 Combined Federal Campaign. Mrs. Riske was able to achieve a total of 85 per cent participation.

CONGRATULATIONS: To Miss Artye E. Marx who was awarded a Sustained Superior Performance Award on October-31, 1968.

IT WAS GOOD TO HAVE YOU: Mrs. Adaciak, ex-Alaskan Region secretary and her husband visited EU Headquarters in Brussels recently while on a world tour. Mrs. Adaciak carried greetings from Rex Marchant in Juneau for whom she had worked, as well as other Alaska employees in the Regional Office.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

23744

NOV 25 1968

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D. D. Thomas

Acting Administrator

68-46 November 12, 1968 ^{Acquisitions} Section Hq 610A

FEDERAL WOMEN'S AWARD NOMINEES NAMED . . . Four outstanding agency employees have been nominated by the Department for the Ninth Annual Federal Women's Award as follows: Katharine Stinson, Aerospace Engineer, Flight Standards Service; Alice M. Kosobucki, Chief, Airways Program Division, Office of Budget; Ethel Cohen, Special Assistant to Associate Administrator for Personnel and Training; and Nona Quarles, Special Assistant to Assistant Administrator for General Aviation Affairs. The award is presented each year for notable achievement in a major government program, or outstanding contribution to administrative, social, scientific or technical progress in the work of a Federal agency. Last year, Rogene L. Thompson, Supervisory Air Traffic Control Specialist, Alaskan Region, was nominated and received one of the awards.

TOP OFFICIALS TO "GREET" NEW ATCS TRAINEES . . . Welcoming remarks by the Acting Administrator, D. D. Thomas; Acting Associate Administrator for Personnel and Training, E. J. Anderson; and Acting Director, Air Traffic Service, W. M. Flener, have been filmed for use in initial ATCS training courses at the Academy. The short color film, to be ready in the near future, will be used to introduce the trainees to the opportunities and challenges of a career with FAA.

SEE AND BE SEEN . . . Walking, as well as driving, becomes more hazardous as winter approaches. Visibility is reduced by shorter daylight hours. Frosted or fogged windshields, congested roads and streets and darker winter clothes restrict visibility. The approaching holiday season brings out more pedestrians bundled against the weather. Both the driver and walker face the hazards of ice, snow and rain with added distractions (or attractions). Moral: be extra careful, whether walking or driving.

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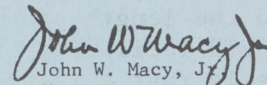
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40 SRDS EMPLOYEES CITED FOR OVER 1200 YEARS SERVICE . . . Burwell S. Veitch, with 45 years of service, and Carl H. Stadler, 43 years, were two of 40 employees presented with long-term service awards in a special auditorium ceremony held by Systems Research and Development Service on Thursday, Oct. 24. Both began their careers with military service in the U. S. Navy. Honored for 35 to 40 years service were Marguerite Langmann, Isaac L. Ledbetter and Francis J. Rhody. Over 30 years included George Bromfield, William B. Brown, William A. Connolly, Ray F. Downing, Thomas C. Evans Jr., Raymond T. Farrelly, Guy Jackson, Kenneth A. Jenkins, Ralph B. Ladd, Walter B. Lang, James L. Lipscomb, Robert McGinn, David S. Miller, Alton B. Moody, John B. Pyle and Stuart H. Sims. For 25 years or more, awards were presented to Harold J. Barry, Harvey Bresler, Francis J. Corbin, Philip A. Darmody, Louis P. Davis, Juel E. Erickson, Gordon T. Henderson, Lillian S. Holbrook, Frank S. Kadi, Joseph A. Karikas, Carlton A. Keys, Robert H. Normoyle, Edward G. O'Brien, Walter R. Owens, Paul H. Petersen, Rudolphe Primeau, Ernest Storrs, Herman H. Wexler and Catherine I. Wittman.

HEADQUARTERS OVER THE TOP . . . FAA Headquarters winds up Combined Federal Campaign with a 98 per cent employee participation and 117 per cent of the dollar goal (\$159,485). If there were an award for esprit de corps, D. D. Thomas, Acting Administrator, would give it to FAA employees working in the Washington Metropolitan area. This cooperative team spirit resulted in a community job extremely well done!

BLOODMOBILE SCHEDULED . . . The Red Cross Bloodmobile will be in the headquarters building, Room 116, from 10:00 a.m. to 3:45 p.m., Friday, Nov. 15, 1968. A minimum of 150 volunteers are needed to meet the quota for the day. Donors are asked to register by signing their name and reference number in the desired time slot on the Bloodmobile Registration Boards located on the second floor of FOB-10A from Thursday, Nov. 7 through Thursday, Nov. 14.

FTS USE RESTRICTED . . . Many FTS voice facilities now provide automatic message accounting information regarding the calling number, the called number and the length of the call. A recent review of data on calls made over FTS facilities from the Washington Metropolitan Area to suburban areas reveals that a large percentage of these calls are actually local calls. Use of the FTS for such calls is a serious waste of expensive facilities. It should also be remembered that long-distance calls costing 20 cents or less for the initial toll period should not be made on the FTS. GSA will examine this data periodically and, should repetitious calls to the same telephone numbers be noted, or should the use of FTS voice facilities for local calls continue, a more formal review with each agency will be necessary.

A CHIP OFF THE OLD . . . John J. Gallagher, RD visual aids electrical engineer, has reason to be proud of his offspring. His son, Warrant Officer Candidate Charles E. Gallagher, was graduated on Oct 25 from the U. S. Army Primary Helicopter School at Fort Walters, Texas, at the top of his class in both flight and academic achievement. Dad also is a qualified helicopter pilot.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

NOV 9 1968

D. D. Thomas

Acting Administrator

Acquisitions
Section Hq 610A

68-47 November 18, 1968

NATIONAL AIRPORT PLAN ISSUED . . . More than 800 new airports must be built in the United States during the next five years to relieve present congestion and accommodate future growth according to the 1968 edition of the National Airport Plan issued recently. Revised assessments are based on both technological developments in aircraft as well as projected increases in air traffic. The Plan lists facilities by location within each state, recommending new airports for the next five-year period and improvements to most existing airports, including runways, taxiways and other airport safety requirements. Covering fiscal years 1969 through 1973, the latest Plan lists a total of 4,146 facilities. Recommended new facilities include 808 airports, 31 heliports and 4 seaplane bases. Also listed are specific improvements needed at 2,965 existing airports. Total cost of these projects is estimated at \$2.16 billion, of which \$1.38 billion (64 per cent) represents development funds needed in FY 1969 and 1970. Among new airports recommended are 22 which would be capable of accommodating airline aircraft. Airports recommended would serve New York City, Boston, St. Louis, New Orleans, Chicago and Puerto Rico. Existing airports at these locations are now operating at or near capacity. The remainder of the recommended new airports include 748 general aviation fields.

MILITARY RADAR CONTRACT AWARDED . . . The agency has awarded a \$2,093,004 contract to the Raytheon Company, Wayland, Mass., to modify seven military long range radar antenna systems. Five will be for joint civil/military use and two for civilian use only. Modifications on FPS-7 military radars will adapt the sets to meet special air traffic control requirements needed by the FAA in the automated National Airspace System. Modifications include a new antenna system, parametric amplifiers and circular polarizers. Radar antenna modifications will be made for civilian use only at Kirksville, Mo., and Waverly, Iowa; and for joint civil/military use at Tonopah, Nev., Aiken, S. C., Dauphin Island, Ala., Kalispell, Mont., and Osceola, Wisc. Modification of installations will begin late next year.

NATIONAL GUARD MILITARY LEAVE EXPLAINED . . . Under a recently enacted law (PL 90-588, approved 10/17/68), Federal employees who are members of reserve units of the Armed Forces or the National Guard are entitled to up to 22 work days of military leave in a calendar year when activated to provide military assistance to law enforcement authorities. The new law does not affect military leave (up to 15 days) previously authorized. Guidelines will be issued in the near future.

AVIATION MECHANIC SAFETY AWARD PROGRAM ENTERS SECOND MONTH . . . Aviation mechanics have only six weeks left in which to enter suggestions in the 1968 FAA Aviation Mechanic Safety Award Program. The deadline is Dec. 31. Entries will be judged in three categories: improvements to airframes, engines, or components; improvements to maintenance or inspection procedures; and outstanding demonstration of professionalism in carrying out a mechanic's duties. The 1968 program was launched at the end of September. The Aviation Mechanic Safety Award Program was initiated in 1963 to give official recognition to the critical role aviation mechanics play in assuring flight safety. FAA's Advisory Circular No. AC60-2E outlines the scope of the program and provides details of eligibility and selection of entries.

NEW RBDE DEMONSTRATED . . . In a test demonstration at NAFEC, the Raytheon Company recently showed NAFEC and Systems Research and Development Service engineers an improved version of a radar bright display (RBDE) scan converter storage tube. The new tube permits different decay characteristics to be obtained simultaneously for different kinds of displayed information. Specifically, controllers can adjust the decay rate, within certain limits, for one category of information without substantial effect on another category. The video map and range rings, for example, can be retained at a uniform low brightness level at the same time normal radar video is displayed as very sharp, bright, short-decay targets. In addition to the new tube, some modification is required for the scan conversion equipment. This capability is an improvement over existing equipment at both enroute and terminal facilities. Further testing and performance analysis are being conducted at NAFEC.

DAIR TO BE EVALUATED . . . A development model of the air traffic control radar beacon processing and display system called Direct Altitude and Identity Readout (DAIR) is being installed at NAFEC for joint FAA and DOD test and evaluation. DAIR will provide some of the benefits of automatic radar beacon processing at a cost and simplicity suitable for FAA lower-density terminals and at military fixed and mobile radar approach control facilities. It will equip radar terminals with the ability to process discrete (4096) code beacon aircraft identity replies and automatic altitude reports and display them on controllers' radar scopes. The processing and display system represents the greatest common civil and military approach thus far attempted in air traffic control systems. About 300 facilities may eventually be involved -- including Navy, Air Force and Marine installations -- as well as civil facilities.

ACTING DIRECTOR OF PERSONNEL DESIGNATED . . . William W. Heimbach, Deputy Director of Personnel, has been designated as Acting Director of Personnel.

RULE-MAKING SUMMARIZED . . . The FAA issued Amendments 43-10 and 91-62, effective Nov. 29, 1968, to authorize certain Canadian persons to perform mechanical work on U. S. registered aircraft; issued Amendment 77-7, effective Nov. 30, 1968, to include in Part 77 FARs a reference to "Utility Airports" as appropriate, with each reference to "VFR Airports" standards. FAA issued Notice 68-29 proposing to amend Parts 91, 121 and 135 of the Federal Aviation Regulations to eliminate inconsistent requirements for signalling devices on aircraft operated for compensation or hire (comments due on or before Jan. 20, 1969); issued Notice 68-26 proposing to amend Part 141 of the FARs to provide for more effective evaluation of the quality of instruction given by approved pilot schools (comments due on or before Jan. 22, 1969); issued Notice 68-27 proposing to amend Part 21 of the FARs concerning certification and approval of aircraft, aircraft engines, propellers and appliances manufactured in a foreign country and exported to the United States (comments due on or before Jan. 30, 1969); and issued Notice 68-28 proposing to amend the emergency evacuation requirements and operating procedures for transport category airplanes in Parts 25 and 121 of the FARs (comments due on or before Jan. 6, 1969).

MONEY: HARD TO GET, EASY TO LOSE . . . With the advent of the holiday season, all of us are hard-pressed for money, and there are those who consider taking rather than earning much the easiest way. The agency buildings have had more than their share of thefts in the past few months. Lack of caution on the part of the victims has contributed to the success of the thieves. But money isn't the greatest loss. Credit cards are easily used and persons using them can run up large bills before they are finally apprehended. A man lost a gasoline credit card and someone had a marvelous time for a couple of months to the tune of over \$8,000. Some tips from the Compliance and Security staff: Don't carry large sums of money. Do not leave purses and wallets unattended in the office. Carry them with you or leave them with a fellow employee. Leave packages in the trunk of your car, lock the trunk and take the trunk key with you. One gimmick often used by purse snatchers is walking into an office and asking for a fictitious person. When told that person is not in the office, he asks to use the phone, at which time he removes purse or wallet from the desk and stashes it conveniently under a topcoat he is carrying on his arm. Report any strangers hanging around your building immediately to Compliance & Security.

FRAGMENTED FLATS CAUSE PROBLEMS . . . In the language of mailmen, a "flat" is a large envelope containing flat, unfolded sheets. Flats cost three to 10 times more to mail because they are a handling problem. They are awkward and easily damaged in transit. Carefully match the size of your envelopes to the size and amount of the material which goes into them. When practical, mail smaller sheets folded in letter-size mail, or flat in smaller flat envelopes. Reinforce heavily loaded flats with tape to prevent bursting. Let your mailroom know if you are receiving damaged "flats" so they can take corrective action. Prepare "flats" properly as your preventive action.

EQUAL OPPORTUNITY IS NOW . . . Each of us in FAA has a continuing responsibility to contribute substantially toward eliminating all vestiges of discrimination and assuring that equality of opportunity is the recognized and realized right of every citizen. By conducting ourselves at all times with fairness, consideration and understanding toward others - in word and deed - we will achieve equal opportunity now. The agency policy is firm and clear: "Every Federal Aviation Administration employee and representative shall perform all official actions in full accordance with the letter and the spirit of the Constitution, and applicable laws, regulations and policies in such a manner as to assure equality of opportunity and avoid even the appearance of discrimination because of race, color, religion, sex or national origin."

YOC SUMMER EMPLOYEES THANKFUL . . . Several summer employees under the Youth Opportunity Campaign program have sent letters of thanks to their former supervisors in FAA. Typical are letters received from Leola Keaton, Sandra Johnson and Vivian Lockett. They express pride in YOC training and acknowledge the benefits of their work with the agency. Summing up her own feelings and those of fellow YOC employees, Miss Keaton wrote: "I appreciate with all my heart what FAA has done for me. I am sure my training with FAA will help me in the future."

TAXI? . . . We have had reports of impoliteness by some persons waiting for cabs at the driveway on Independence Avenue. Impatient cab-seekers are not waiting their turn, according to reports. Consideration for others waiting for cabs ahead of you is in order.

WELCOME TO FAA! . . . James Smith, BNCA; Lester J. Williams, BNCA; Thelma Flanagan, Engineering and Manufacturing Division, FS; Ann Ritter, Engineering and Manufacturing Division, FS; Paul Eldridge, Economic Division, PO; Sidney Dalis, Accounting Operation Division, HQ; Carice A. Younger, Information & Statistics Division, MS; Gloria D. Russell, Data Processing Division, HQ; Ervin L. Bensenhaver, BNCA.

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INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA 11/18/68

HQ-688
NOV 19 1968

Raymond B. Miley
Assistant Administrator,

Europe, Africa, and Middle East Region

Acqu--
Section Hq 610A

68-47 November 18, 1968

NATIONAL AIRPORT PLAN ISSUED . . . More than 800 new airports must be built in the United States during the next five years to relieve present congestion and accommodate future growth according to the 1968 edition of the National Airport Plan issued recently. Revised assessments are based on both technological developments in aircraft as well as projected increases in air traffic. The Plan lists facilities by location within each state, recommending new airports for the next five-year period and improvements to most existing airports, including runways, taxiways and other airport safety requirements. Covering fiscal years 1969 through 1973, the latest Plan lists a total of 4,146 facilities. Recommended new facilities include 808 airports, 31 heliports and 4 seaplane bases. Also listed are specific improvements needed at 2,965 existing airports. Total cost of these projects is estimated at \$2.16 billion, of which \$1.38 billion (64 per cent) represents development funds needed in FY 1969 and 1970. Among new airports recommended are 22 which would be capable of accommodating airline aircraft. Airports recommended would serve New York City, Boston, St. Louis, New Orleans, Chicago and Puerto Rico. Existing airports at these locations are now operating at or near capacity. The remainder of the recommended new airports include 748 general aviation fields.

MILITARY RADAR CONTRACT AWARDED . . . The agency has awarded a \$2,093,004 contract to the Raytheon Company, Wayland, Mass., to modify seven military long range radar antenna systems. Five will be for joint civil/military use and two for civilian use only. Modifications on FPS-7 military radars will adapt the sets to meet special air traffic control requirements needed by the FAA in the automated National Airspace System. Modifications include a new antenna system, parametric amplifiers and circular polarizers. Radar antenna modifications will be made for civilian use only at Kirksville, Mo., and Waverly, Iowa; and for joint civil/military use at Tonopah, Nev., Aiken, S. C., Dauphin Island, Ala., Kalispell, Mont., and Osceola, Wisc. Modification of installations will begin late next year.

NATIONAL GUARD MILITARY LEAVE EXPLAINED . . . Under a recently enacted law (PL 90-588, approved 10/17/68), Federal employees who are members of reserve units of the Armed Forces or the National Guard are entitled to up to 22 work days of military leave in a calendar year when activated to provide military assistance to law enforcement authorities. The new law does not affect military leave (up to 15 days) previously authorized. Guidelines will be issued in the near future.

AVIATION MECHANIC SAFETY AWARD PROGRAM ENTERS SECOND MONTH . . . Aviation mechanics have only six weeks left in which to enter suggestions in the 1968 FAA Aviation Mechanic Safety Award Program. The deadline is Dec. 31. Entries will be judged in three categories: improvements to airframes, engines, or components; improvements to maintenance or inspection procedures; and outstanding demonstration of professionalism in carrying out a mechanic's duties. The 1968 program was launched at the end of September. The Aviation Mechanic Safety Award Program was initiated in 1963 to give official recognition to the critical role aviation mechanics play in assuring flight safety. FAA's Advisory Circular No. AC60-2E outlines the scope of the program and provides details of eligibility and selection of entries.

NEW RBDE DEMONSTRATED . . . In a test demonstration at NAFEC, the Raytheon Company recently showed NAFEC and Systems Research and Development Service engineers an improved version of a radar bright display (RBDE) scan converter storage tube. The new tube permits different decay characteristics to be obtained simultaneously for different kinds of displayed information. Specifically, controllers can adjust the decay rate, within certain limits, for one category of information without substantial effect on another category. The video map and range rings, for example, can be retained at a uniform low brightness level at the same time normal radar video is displayed as very sharp, bright, short-decay targets. In addition to the new tube, some modification is required for the scan conversion equipment. This capability is an improvement over existing equipment at both enroute and terminal facilities. Further testing and performance analysis are being conducted at NAFEC.

DAIR TO BE EVALUATED . . . A development model of the air traffic control radar beacon processing and display system called Direct Altitude and Identity Readout (DAIR) is being installed at NAFEC for joint FAA and DOD test and evaluation. DAIR will provide some of the benefits of automatic radar beacon processing at a cost and simplicity suitable for FAA lower-density terminals and at military fixed and mobile radar approach control facilities. It will equip radar terminals with the ability to process discrete (4096) code beacon aircraft identity replies and automatic altitude reports and display them on controllers' radar scopes. The processing and display system represents the greatest common civil and military approach thus far attempted in air traffic control systems. About 300 facilities may eventually be involved -- including Navy, Air Force and Marine installations -- as well as civil facilities.

ACTING DIRECTOR OF PERSONNEL DESIGNATED . . . William W. Heimbach, Deputy Director of Personnel, has been designated as Acting Director of Personnel.

RULE-MAKING SUMMARIZED . . . The FAA issued Amendments 43-10 and 91-62, effective Nov. 29, 1968, to authorize certain Canadian persons to perform mechanical work on U. S. registered aircraft; issued Amendment 77-7, effective Nov. 30, 1968, to include in Part 77 FARs a reference to "Utility Airports" as appropriate, with each reference to "VFR Airports" standards. FAA issued Notice 68-29 proposing to amend Parts 91, 121 and 135 of the Federal Aviation Regulations to eliminate inconsistent requirements for signalling devices on aircraft operated for compensation or hire (comments due on or before Jan. 20, 1969); issued Notice 68-26 proposing to amend Part 141 of the FARs to provide for more effective evaluation of the quality of instruction given by approved pilot schools (comments due on or before Jan. 22, 1969); issued Notice 68-27 proposing to amend Part 21 of the FARs concerning certification and approval of aircraft, aircraft engines, propellers and appliances manufactured in a foreign country and exported to the United States (comments due on or before Jan. 30, 1969); and issued Notice 68-28 proposing to amend the emergency evacuation requirements and operating procedures for transport category airplanes in Parts 25 and 121 of the FARs (comments due on or before Jan. 6, 1969).

MONEY: HARD TO GET, EASY TO LOSE . . . With the advent of the holiday season, all of us are hard-pressed for money, and there are those who consider taking rather than earning much the easiest way. The agency buildings have had more than their share of thefts in the past few months. Lack of caution on the part of the victims has contributed to the success of the thieves. But money isn't the greatest loss. Credit cards are easily used and persons using them can run up large bills before they are finally apprehended. A man lost a gasoline credit card and someone had a marvelous time for a couple of months to the tune of over \$8,000. Some tips from the Compliance and Security staff: Don't carry large sums of money. Do not leave purses and wallets unattended in the office. Carry them with you or leave them with a fellow employee. Leave packages in the trunk of your car, lock the trunk and take the trunk key with you. One gimmick often used by purse snatchers is walking into an office and asking for a fictitious person. When told that person is not in the office, he asks to use the phone, at which time he removes purse or wallet from the desk and stashes it conveniently under a topcoat he is carrying on his arm. Report any strangers hanging around your building immediately to Compliance & Security.

FRAGMENTED FLATS CAUSE PROBLEMS . . . In the language of mailmen, a "flat" is a large envelope containing flat, unfolded sheets. Flats cost three to 10 times more to mail because they are a handling problem. They are awkward and easily damaged in transit. Carefully match the size of your envelopes to the size and amount of the material which goes into them. When practical, mail smaller sheets folded in letter-size mail, or flat in smaller flat envelopes. Reinforce heavily loaded flats with tape to prevent bursting. Let your mailroom know if you are receiving damaged "flats" so they can take corrective action. Prepare "flats" properly as your preventive action.

EQUAL OPPORTUNITY IS NOW . . . Each of us in FAA has a continuing responsibility to contribute substantially toward eliminating all vestiges of discrimination and assuring that equality of opportunity is the recognized and realized right of every citizen. By conducting ourselves at all times with fairness, consideration and understanding toward others - in word and deed - we will achieve equal opportunity now. The agency policy is firm and clear: "Every Federal Aviation Administration employee and representative shall perform all official actions in full accordance with the letter and the spirit of the Constitution, and applicable laws, regulations and policies in such a manner as to assure equality of opportunity and avoid even the appearance of discrimination because of race, color, religion, sex or national origin."

YOC SUMMER EMPLOYEES THANKFUL . . . Several summer employees under the Youth Opportunity Campaign program have sent letters of thanks to their former supervisors in FAA. Typical are letters received from Leola Keaton, Sandra Johnson and Vivian Lockett. They express pride in YOC training and acknowledge the benefits of their work with the agency. Summing up her own feelings and those of fellow YOC employees, Miss Keaton wrote: "I appreciate with all my heart what FAA has done for me. I am sure my training with FAA will help me in the future."

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

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DEC 3 1968

D. D. Thomas

Acting Administrator

Acquisitions

Section Hq 610A

68-49 December 2, 1968

JOE T. MEMORIAL FUND . . . Acting Administrator Thomas has presented a \$6,000 check to the family of Joseph H. Tippetts, who died Oct. 18. The family expressed appreciation for the Memorial Fund and for the many expressions of sympathy and support received from friends of Joe T. This check represented the contributions, to date, to the fund. Additional gifts will be turned over to the family-administered fund as received.

BLATT TO BE HONORED . . . Joseph D. Blatt, Associate Administrator for Development, has been selected to receive a Special Medal from the City University of New York in recognition of his outstanding contribution to the Government. Associate Administrator Blatt, an alumnus of the college, will receive the award at the Fiftieth Anniversary of the City College, School of Engineering, early next spring.

SICK LEAVE IS VALUABLE . . . Returning from an extended business trip, an FAA employee checked with his doctor. Within hours he was hospitalized for diagnostic tests. He remains in the hospital today and does not know when he may return to work. Quite a shock for a man seemingly enjoying good health, but at least he does not have to worry about loss of his pay check. He had accumulated enough sick leave to cover more than eight months absence. Sick leave is a valuable benefit. Its wise use and conservation provides insurance against the unexpected illness or accident. You can never really know when you will need your sick leave.

CHRISTMAS CARDS LOSE SPECIAL UNSEALED RATE . . . Christmas cards this year will require a 6 cent stamp, the same as first-class mail, whether sealed or not. Under a little-noticed provision of the new postal rates, the cost for the first ounce was made identical to first-class rates -- 6 cents. A year ago, and for many Christmases before that, unsealed greeting cards containing no personal message beyond the sender's signature could be mailed for a penny less than first class. However, cards undeliverable to the given address were neither forwarded nor returned. For the extra penny this year, one or the other will occur, provided a return address is on the envelope. Don't forget to use ZIP codes on all cards.

OFFICE OF EMERGENCY PLANNING CHANGES NAME . . . On Oct. 21, 1968, President Johnson signed Public Law 90-608, which changes the name of the Office of Emergency Planning to the Office of Emergency Preparedness. This agency is responsible, at the national level, for emergency readiness policies and programs and exerts a considerable influence on defense readiness planning within the FAA. The "OEP" abbreviation is still appropriate.

BAKKE ADDRESSES AIAA . . . Acting Deputy Administrator Oscar Bakke spoke to various chapters of the American Institute of Aeronautics and Astronautics last week, and will wind up the series with an address in New Orleans today. Speaking on the theme "The Airport as Part of the Transportation System," Bakke appeared in Cleveland on Nov. 25, Dayton-Cincinnati on Nov. 26, and Santa Barbara on Nov. 27.

NOW'S THE SEASON . . . Fire claimed 800 lives in homes alone during December 1967. Let's make a special effort this Christmas to keep happiness in our homes. Look for the Underwriters Laboratory (UL) stamp of approval on all electrical devices. Don't overload electrical circuits. Locate the Christmas tree away from all sources of heat and drying, away from exits, and keep the stand well filled with water. Take the tree down as soon after the holiday as possible. Keep combustible decorations to a minimum and never near candles, fireplaces, or other sources of heat and flame.

RULEMAKING SUMMARIZED . . . FAA issued Notice 68-30 proposing to implement the first two sentences of Section 308(a) of the Federal Aviation Act of 1958 prohibiting expenditure of Federal funds for non-military purposes for airports or air navigation facilities without recommendation and certification by the Administrator. (Comments due on or before Jan. 22, 1969.)

FILM OF INTEREST . . . There will be a continuous showing of the AID film entitled "The Seven League Step Into To-morrow" in the auditorium on Tuesday and Wednesday, Dec. 3 and 4, from 12:00 noon to 2:30 p.m. This film reflects the role of air transport in developing countries.

LUCKY 13 . . . At FAA Headquarters, 13 per cent of the employees received some kind of incentive award during FY-68: (1) GS-6 and below: Quality Within-Grade: clerical, 39; technical, 16; Sustained Superior Performance: clerical, 51; technical, 15; Special Act: clerical, 4; technical, 1; Special Service: clerical, 24; technical, 10; and Meritorious Service: technical, 1. (2) GS-7 through 14: QWI: clerical, 47; technical, 85; managerial, 22; SSP: clerical, 15; technical 48; managerial, 18; Special Act: technical, 1; Special Service: clerical, 6, technical, 51; managerial, 5; Certificate of Achievement: technical, 2. (3) GS-15 and above: QWI: technical, 21; managerial, 46; SSP: technical, 7; managerial, 11; Special Service: technical, 1; managerial, 6; Special Act: managerial, 1; Certificate of Achievement: technical, 1, managerial, 2.

BLOODMOBILE VISITS FAA . . . The Red Cross Bloodmobile drive held recently at Headquarters found 112 FAA'ers who were willing to participate by donating a pint of blood. Ten of these individuals simply "dropped-by" in order to make their donation. Potential donors need not wait for the next bloodmobile to make a contribution. The need is continuous. If you are interested in donating a pint of blood, be a "drop-in" at the Headquarters clinic, room 327, to make an appointment.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

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FAA Library

JAN 15 1969

D. D. Thomas ⁵¹⁰⁰
Acting Administrator

68-50 December 9, 1968

Acquisitions
Section Hq 610A

ACTING ADMINISTRATOR CLARIFIES AUTHORITY
OF WATCH SUPERVISORS IN TRAFFIC SEPARATION SITUATIONS

An attorney representing a controller recently questioned the right of supervisors to instruct controllers to maintain certain separation between aircraft.

In a letter to Acting Administrator Thomas, the attorney stated:

"I have determined that this is a legal question, and I am writing this letter as counsel for Mr. _____. As a lawyer and pilot, I regard the directive given him as improper in several respects. I do not think that a supervisor standing behind a controller has the power or the right to order that controller to run separation at three miles as tower chief _____ demands. My understanding as a result of our discussion was that the FAA fully understood that safety depended on controller discretion and that arbitrary limits imposed by supervisors could not supervene that discretion. Two segments of the order of Mr. _____ contradict one another. If safety is paramount and a supervisor wishes three miles separation, when in the judgment of the controller it would be dangerous under the circumstances to proceed at that minimum level, the supervisor should take over the position and run the separation himself. I have so advised Mr. _____. The controller at that point has an obligation to file an unsatisfactory condition report. No one has the right to compromise safety, whatever his rank in the administration."

Mr. Thomas, in replying to the attorney, stated:

"It appears that a fundamental issue in this case is your understanding that the FAA would not permit a supervisor to supervene the judgment of a controller under his supervision. It must be clear that the FAA carries out its policies and standards through the normal chain of command and every employee in the agency is expected to comply with direction and guidance from his immediate supervisor. Watch Supervisors were especially selected by the FAA from the more experienced controller group to direct the activities of a facility during a tour of duty. The Watch Supervisor has not only the right, but the obligation to direct greater or lesser separation between aircraft as the traffic situation dictates so long as the minimum standards established by agency policy are not violated. To permit each controller to employ personal standards in disregard of instructions by responsible supervisors would be chaotic and disruptive and we must rely upon the Watch Supervisor as a final arbiter of any standards, in excess of minimum standards, to regulate traffic flow."

OFFSHORE AIRPORTS STUDIED . . . FAA has issued a Request for Proposals for collection and analysis of information on engineering, economic and operational aspects to be considered in the proposed construction of airports at offshore water sites. Reasons for the interest in such new airport sites include skyrocketing land costs, scarcity of suitable areas for airport development and mounting objections to aircraft noise by neighbors of existing airports. Following evaluation, results of the submissions will be summarized in a report which will include conclusions based on economic, technical and operational feasibility of each type of construction.

RULES ADOPTED TO SOLVE CONGESTION AT MAJOR AIRPORTS . . . Another step has been taken to relieve airport congestion at New York, Washington and Chicago by adopting a rule limiting the number and type of aircraft operations at major airports serving these metropolitan areas. Scheduled to become effective April 27, 1969, the rule designates JFK, LaGuardia, Newark, Washington National and Chicago O'Hare as "high density traffic" airports and sets hourly limits on instrument flight rule (IFR) operations at each airport. Under the rule, 80 IFR operations (takeoffs and landings) per hour at Kennedy and 60 IFR operations at LaGuardia, Newark and Washington National will be allocated to those airports for advance reservations. Reservations will be allocated through a reservation system to be operated by the FAA. At Chicago O'Hare, 135 advance reservations for IFR operations will be allocated each hour. These allocations will be in effect from 6 a.m. to midnight daily. The new FAA rule is based on a notice of proposed rule making (No. 68-20), published in the Federal Register Sept. 5, 1968. Public hearings on the proposal were held Sept. 25 and 26 and Oct. 3.

SO LONG, CONNIE . . . The last scheduled airline flight in North America for the venerable Lockheed Constellation terminated in Anchorage Nov. 26 when Western Air Lines' Flight 1A rolled to a stop at International Airport and the "Connie's" four big propellers slowly stopped spinning. The flight between Juneau, Yakutat, Cordova and Anchorage ended an era of U. S. airliner service which began at the end of World War II. Western's six retired "Connies" are expected to be put up for sale at Seattle-Tacoma Airport.

EIGHT 'SAVE' PROGRAM WINNERS HONORED . . . The agency has honored eight national winners in a new annual program giving recognition to Air Traffic personnel who contribute significantly to flight assists, commonly known as "saves." Checks for \$500 and award certificates went to the following: Wausau, Wisc. FSS -- Duane Rugg, John Hochbarger and Dave Strachan; Burlington, Iowa FSS -- Jack McCormick and Ronald Vandermolen; Charleston, W. Va. Tower -- Irving Greenblatt and Lawrence Proffitt and Huntington, W. Va. FSS -- Andrew McMorrow. The awards for outstanding service in connection with saves at the above facilities during the 1968 fiscal year were presented by William Flener, Acting Director, Air Traffic Service, at ceremonies in the Headquarters auditorium on Tuesday, Dec. 3. Nominees for next year's selections should be submitted no later than Aug. 15, 1969, in accordance with Order 3450.9, dated May 17, 1968.

EIGHT PARs BEING DECOMMISSIONED . . . As a result of a long study to determine day-to-day user demand for Precision Approach Radar (PAR) service, PAR facilities at eight locations are being decommissioned. The locations are Portland, Seattle, Los Angeles, Minneapolis, Kansas City, Chicago, Atlantic City and New York (Kennedy). Until recently, PAR service at these locations had been on an operational standby basis, with the service being provided only at the pilot's request. Benefits anticipated as a result of the move include improved operational environment and easing of controller work load.

DIRECTIVES CONFERENCE HELD . . . Regional Engineering and Manufacturing and Regional Counsel representatives met with Washington and Aeronautical Center personnel at Oklahoma City, Nov. 19-22, to review the Airworthiness Directives (AD) program. Authority to issue AD's (regulations which notify the public of actions required to correct an unsafe condition in aircraft) was delegated to Regional Directors in January 1967. This was the first meeting to review and evaluate effectiveness of the present procedures.

APPLICATION DEADLINE EXTENDED . . . The Nov. 20 deadline for receipt of applications for the Cooperative Engineer Development Program has been extended to Dec. 16, 1968. Potential candidates should prepare and forward applications through proper channels as directed in Order 3410.10. Incomplete application packages cannot be processed, and several have had to be returned. This program was established to provide training for sub-professionals in the engineering field.

HEARING SET ON L. A. AIRWAYS CRASH . . . The National Transportation Safety Board has set Dec. 11 at 9 a.m. as the date for a public hearing on the fatal crash of a Los Angeles Airways helicopter at Compton, Calif. Aug. 14, 1968. Sixteen persons are expected to testify at the hearing, to be held at the Marina Del Rey Hotel.

MIAMI AREA MANAGER RETIRING . . . Paul H. Boatman, who began his Federal service career as an assistant airways keeper at Ash Fork, Ariz., in 1934, after serving four years in the Navy, will retire Dec. 31 with 38 years of government service. In 1955, the Department of Commerce awarded Boatman its Silver Medal for his work with the television industry in placing tall towers in such a manner as to constitute the least hazard and interference to aviation. In July 1961, while serving as Chief, Air Traffic Division, Southwest Region, Boatman was selected by the Administrator as Deputy Director of the newly-created Southern Region. When area offices were established in 1965, he was named Miami Area Manager. A pilot, he holds both single- and multi-engine ratings. He is a native of Mattoon, Ill. Boatman plans to become an aviation consultant in Miami.

AWARD PRESENTED FS DIRECTOR . . . James F. Rudolph, Director of Flight Standards Service, was presented the Meritorious Service Award last Wednesday by Acting Administrator D. D. Thomas. Rudolph was honored for his exceptional service in the furtherance of aviation safety nationally and internationally; for setting a high standard of excellence in the productivity, efficiency and economy of public service and for superior leadership above and beyond the requirements of his routine duties.

SERVICE PINS AWARDED . . . Recently, C. R. Melugin, Manager of Washington National Airport, presented 28 WNA employees with Career Service Pins representing 749 collective years of Government service -- an average of 26.7 years per employee. Two 35-year pins were awarded: John Roman with 39 years total service and Andrew Taylor, 36 years total service. One other significant aspect of this ceremony was the awarding of 30-year pins to a husband-wife team with 66 years combined service. The honored couple are Elizabeth Turner, Chief, First-Aid Branch, and Jesse Turner, Maintenance General Foreman Assistant. The Office of Supersonic Transport Development presented the following Career Service Pins: Joseph W. Howell - 25-year pin, Robert Rosenbaum - 35 years, William Locraft - 30 years.

AWARDS AND REWARDS . . . The Office of Management Systems has presented the following awards: Quality Within Grade Pay Increases to Lawson Robert Beard, Robert Laudon Burke and Minnie Richardson of the Paperwork Management Branch.

CAROLERS TO VISIT HEADQUARTERS BUILDING . . . The Bethesda-Chevy Chase High School Madrigal Singers will sing Christmas carols in the lobby of the Transportation Building, 800 Independence Ave., S. W., from 11:30 a.m. to 1 p.m. Dec. 18. One of the soloists in the group is Steven M. Friedman, son of Robert K. Friedman, Office of Management Systems. After finishing their program in the building, carolers will continue to spread Christmas cheer by singing in L'Enfant Plaza.

MARGUERITE A. HOLDER . . . Mrs. Holder, former Payroll Chief, who retired Nov. 1, after 18 years with the FAA and CAA, died Thursday, Dec. 5, of a heart attack. Mrs. Holder was well-known and had many friends in the Washington office.

CHRISTMAS CARDS WELCOME . . . A bulletin board will be placed on the second floor mezzanine for displaying Christmas cards "sent" by FAA employees. Employees wishing to pin-up cards may do so any time after Wednesday, Dec. 11. These cards are to be from YOU to the FAA.

COORDINATED FEDERAL WAGE SYSTEM . . . On Nov. 26, OST issued a wage rate schedule for non-supervisory wage board employees in the District of Columbia and nearby counties. This schedule is one of the first to be issued under the new Coordinated Federal Wage System. The new rates were effective with the pay period beginning Nov. 3. A number of problem areas have yet to be resolved, but every effort is being made to implement the new rates and make the retroactive pay adjustments no later than January 1969.

WELCOME TO FAA . . . Janice F. Buther, Establishment Division, LG; Robert B. Plamer, Processing Division, HQ; John P. Roberts, Accounting Operations Division, HQ; Patricia A. Peters, Engineering & Manufacturing Division, FS; Larry S. Crabill, Office Services Division, HQ; Francis M. Blair, Office Services Division, HQ; Alvin P. Booth, International Airport Operation Division, BNCA; Eva R. Bachicla, Standards Division, AS; Carl E. Day, BNCA; A. Elizabeth Gemmil, Accounting Operations Division, HQ; Howard E. Johnson, BNCA; Joyce Brenda William, FS; James Taylor, HQ; Maura E. Dolan, International Program & Policy Division, IA

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

D. D. Thomas
Acting Administrator

December 24, 1968

S P E C I A L E D I T I O N

OVERTIME ADMINISTRATION - ITS USE AND COMPENSATION

A major item of action at the Regional Directors' Conference of December 18 and 19, 1968, was the use of and compensation for overtime work. It is an item which affects a number of programs; for example, since our financial program is severely limited, the more resources applied here the less we have available for increasing staffing which is needed if we are to minimize our overtime requirements and limit them to emergency and/or unusual situations. But it is also an item which has an impact on each of us - the managers of the program and those who perform the work and receive the compensation. We want each of you to know the action to be taken and the reasons for it, knowing that a program that is understood by all who are involved in it will be the most effective.

It is our policy to minimize the requirement for overtime work. But when it is required, adequate compensation is to be made for the work performed. To accomplish this, we have sought and obtained additional staffing, particularly in the air traffic facilities where requirements are heavy, and have sought and obtained authorization to pay true time and one-half overtime pay under certain conditions.

During this fiscal year to date we have reduced other programs to make available funds for a number of major increased requirements which were not provided for in our budget, and we have obtained a supplemental appropriation to provide for the increased costs of ATC position reclassification. These items include over \$4.5 million for overtime for air traffic control in excess of that budgeted and another \$.5 million increased overtime for the maintenance of facilities; nearly \$4.0 million to establish centralized air traffic control training; over \$.5 million for the maintenance of long range radars; costs to provide for position reclassification in air traffic which were in excess of the \$4.0 million supplemental appropriation enacted by the Congress; and costs of the true overtime legislation. The overtime requirements are still increasing. For example, in air traffic where we have programmed nearly twice what we budgeted, the current overtime expenditure rate is substantially above that.

We will continue overtime at the higher level established in the current program. We must, however, take action on the increased rate which is still rising and reduce it in order that we may provide for the recruitment and training of new personnel so that staffing may be increased to handle the continuing workload and limit the requirement for overtime to emergency, unusual and intermittent conditions rather than requiring it as a regular order of business.

Therefore, in order that the resources available for overtime are applied to the most urgent situations, compensation for overtime will be administered as follows:

1. Except in the Pacific Region outer islands, cancel the scheduled six day workweek where it has previously been authorized and use instead holdover, callback, and scheduled overtime. In each case, limit the amount of overtime to the actual hours required.
2. Reinstitute compensatory time policy to the extent practicable.
3. Utilize qualified personnel engaged in non-operational duties; for example, facility officers and training staffs, for operational duties prior to the use of overtime.
4. Emphasize use of compensatory time:
 - a. For non-operational activities, including administrative, training and backup.
 - b. At Level I and Level II terminal facilities.
 - c. At all flight service stations, except ADIS and BDIS locations.
 - d. To cover maintenance sector watches left open by the absence of regular technicians, except at centers and high density airports.
5. Holiday watch coverage will be limited to minimum requirements.
6. Utilize callback overtime for facility restoration only when requested by air traffic through established regional procedure.
7. Callback overtime for facility flight checks will be approved only when requested by air traffic, and flight standards inspection activity will not be scheduled for overtime (type ratings, en route inspections, etc.). Necessary work of this type will be performed through the use of a modified workweek (see PT P 3600.3, Chapter 3, paragraph 10).
8. Non-operational activities, including psychological testing, training, and SF-160 travel, will not be conducted where overtime is required. Physical examinations in the case of air route traffic control centers will be conducted to the extent practicable so as not to require overtime.

A major impact of these actions will be on air traffic control activities where overtime usage has increased the greatest. In addition to the specific actions mentioned above, reduced hours of operation and restriction of traffic as necessary may be required where there is no practicable alternative.

The action outlined herein cancels and supersedes the overtime provisions at field facilities, sectors and offices as outlined in the INTERCOM special edition of May 10, 1967, and GENOT 8/109 dated September 24, 1968. An appropriate order implementing the foregoing will be issued shortly.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION



Dear Friends:

With the arrival of the Christmas season, we once again have the opportunity to pause in our day-to-day activities and turn our thoughts to the welfare of our fellowmen. It is indeed a season of joy and goodwill, bringing with it unselfish wishes of peace, love and abundance for all.

I particularly welcome this Christmas season because it gives me the opportunity to extend my personal wishes for a joyous holiday to all of my fellow FAA employees the world over. To each one of you, I extend my heartfelt thanks for your dedicated efforts on behalf of our agency and its goals.

Mrs. Thomas joins me in wishing you and your loved ones the merriest of Christmases and a New Year filled with joy and happiness.

D. D. Thomas

D. D. THOMAS
Acting Administrator

LEADS AMA SEMINAR . . . Karl F. Gittelsohn, Chief of Plant Services at NAFEC, recently lectured on maintenance at an American Management Association seminar in New York City. His audience was composed of maintenance men in government and private industry from all parts of the country. An acknowledged expert in maintenance planning, Gittelsohn has given 15 presentations at AMA sessions during the past five years.

FAA STATEMENT ON HIJACKING . . . In connection with the current rash of aircraft hijackings, Acting Administrator D. D. Thomas recently issued the following statement: "The prime concern of the FAA in coping with the problem of hijacking is maintenance of safety in flight for the aircraft, passengers and crew. Our present laws seek to discourage would-be hijackers by prescribing the severest sentences possible -- a minimum of 20 years imprisonment and as a maximum penalty, the death sentence. We are exploring, at the same time, every possible avenue, both domestically and on the international side, for curbing this vicious crime by apprehending the criminal before he acts. In this regard, we have under continuous study and development a number of programs including classified projects which are aimed at improving our present security measures and techniques and in achieving a scientific breakthrough in the use of electronic and engineering screening devices."

SST ENGINE SUBGROUP MEETS . . . Representatives of the British Air Registration Board, the French Secretary General for Civil Aviation and French Aeronautical Technical Services personnel recently joined members of the Flight Standards Service Propulsion Branch for a series of meetings on SST engine certification standards for bilateral validation. Technical problems affecting SST engine standards were discussed with the objective of reaching accord on certification requirements. The results of these meetings will provide the basis for U. S. certification validation of the Olympus 593 to be used in the Concorde, and later UK/French validation of the GE-4 to be used in the Boeing 2707.

VOLKSWAGEN IN THE SKY . . . The Fournier R4D aircraft was recently test flown by Theodore W. Sanford, Jr., Chief, Flight Test Branch, Engineering and Manufacturing Division, and Russell T. Maynard, General Aviation Operations Specialist, for operational evaluations. The aircraft is certificated in some European countries as a "powered glider" and has an FAA experimental airworthiness certificate as an airplane. The aircraft has very interesting capabilities both as an airplane powered with a 1200 series Volkswagen automobile engine and as a glider without power.

NEW DULLES BROCHURE DISTRIBUTED . . . In answer to thousands of requests received by the agency for information about Dulles International Airport, the FAA has prepared an illustrated eight-page brochure describing the architectural and functional aspects of the unique jetport. It includes a description of how Dulles is equipped to service aviation's needs at present and in the future.

NOMINATIONS MADE FOR EDUCATIONAL PROGRAMS . . . Four agency employees have been nominated by the Department of Transportation for long-term training programs. Norman L. Wills, San Juan ARTCC, and Louis N. Million, Jr., Airports Service, have been nominated for the National Institute of Public Affairs' Career Educational Award. William E. Cress, Airway Facilities Branch, San Francisco Area Office, and George P. Hunter, Office of Noise Abatement, were nominated for the Educational Program in Systematic Analysis. Nominees finally selected to participate in these programs will spend the 1969-70 academic year at one of several outstanding educational institutions throughout the country.

MAKE A RESOLUTION FOR 1969 . . . Protect your family from needless injury. Resolve in the new year to clean up dangerous clutter from stairways. Eliminate tripping hazards such as loose scatter rugs. Make tubs and showers slip-proof. Check electrical wiring for overloading. Child-proof your medicine cabinet and kitchen by keeping poisons and medicines out of the reach of children. Keep steps and sidewalks in good repair. Make your home accident-proof now.

SST AIR TRAFFIC CONTROL STUDIED . . . Representatives of EUROCONTROL, an international agency which exercises air traffic control in the upper air spaces of member states without regard to national boundaries, met recently with FAA representatives to exchange information on SST air traffic control. EUROCONTROL will conduct an SST simulation next spring, utilizing data from the Concorde prototype flight tests expected to begin in January. Other potential simulation data include Boeing SST design data and planning data from SST/North Atlantic System Planning Group meetings.

HELP FOR THE HANDICAPPED . . . A large percentage of Government-occupied buildings and facilities have not been constructed with features needed to make them usable by physically handicapped persons. Various architectural details found in and adjacent to most buildings preclude their use by the physically handicapped, thereby preventing the handicapped from obtaining employment within the building, visiting places of public interest, or attending public hearings, social events, and the like. Recent passage of Public Law 90-480 will make it mandatory, once building standards have been published by GSA, that all future Government-owned and most Government-leased buildings and facilities be made readily accessible to the physically handicapped. Publication of these standards is expected about April 1969.

NETWORK PLANS AVIATION FEATURE . . . The FAA has provided extensive background briefing to a researcher for the CBS-TV network show, "21st Century," in connection with a production scheduled for early spring. The network show will concern the future of aviation in terms of air traffic control, types of airplanes and airport requirements. It will be narrated by Walter Cronkite.

CSC's SECOND ANNUAL FEDERAL CAREER CONFERENCE ANNOUNCED . . . Employees and their families are invited to visit the Civil Service Commission's Career Opportunities Conference at the Departmental Auditorium Dec. 27 and 30. The auditorium is located on Constitution Ave. between 12th and 14th Streets, N. W. Exhibits will be on display from 9:30 a.m. to 5:00 p.m. Some 40 Federal agencies will participate in the Conference as a means of introducing students to opportunities in the Federal service. Of particular interest will be the DOT exhibit which presents the major functions and occupations of the FAA as well as those of the other operating administrations. Career opportunities for college and high school students will be featured.

HAVE YOU AN OVERDUE BOOK? . . . Requests for publications from the FAA Headquarters library are zooming. The library is contacting long-overdue borrowers and asking them to help the next fellow by returning borrowed publications promptly. Meanwhile, the library asks if you have overdue library material return it now.

VISIT OUR EXHIBITS . . . Two interesting exhibits were recently installed in the exhibit area located in the northwest corner of the Headquarters lobby. The first, "Inspecting the Airways," is an animated representation, with stereo sound, depicting FAA's continuing effort to maintain the national airspace system at top efficiency. The second exhibit, built by Pacific Region controller Larry Strayer at his own expense, describes air traffic control procedures over the Pacific. It is an imaginative combination of electronic gadgetry, slides and a tape narration.

GREYHOUND TO PROVIDE GROUND SERVICE . . . Under a new contract effective Jan. 1, the Greyhound Corp. will provide ground transportation linking Washington National and Dulles International Airports with the Washington metropolitan area. For Washington National passengers, three bus routes will be available serving 35 points including major hotels and motels at a rate of \$1.00 per passenger. Service will be provided on 20-minute schedules. For Dulles passengers, buses will operate over five routes. Rates will range from \$2.25 to \$3.50 generally, but up to \$6.75 for the most distant point served.

CHERCHEZ LA FEMME . . . Management Intern Bill Moyer has been assigned a challenging project in the Equal Opportunity Division of the Office of Compliance and Security. The project, part of the initial phase of the FAA Women's Program, contemplates a survey of the attitudes, needs and employment objectives of both women and management.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

D. D. Thomas
Acting Administrator

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NEAR-MISS PROGRAM EXTENDED . . . The near midair collision reporting program will be extended for one year the FAA has announced. The program, which grants both immunity and anonymity to persons filing such reports, was initiated last January in connection with a special one-year study of the near midair collision problem. A full report on the intensive one-year study will be available sometime after the first quarter of 1969, when all of the reports have been digested and the results prepared for publication.

DIKEMAN HONORED . . . James Dikeman, Southwest Regional Counsel, received the agency's Meritorious Service Award for the outstanding professional legal service he has rendered to FAA. The award was made last Friday during ceremonies honoring Dikeman who retired after 28 years of Federal service. George Moore, Associate Administrator for Operations, made the presentation in behalf of Acting Administrator D. D. Thomas.

TWO NOMINATED FOR HART AWARD . . . Dennis S. Feldman, Deputy Director of Information Services, and Stephen B. Felker, an illustrator in the Southern Region, have been nominated by the FAA for the 1969 Horace Hart Award for Distinguished Public Service in the Field of Printing and Publishing. The Hart Award is presented annually by the Education Council of the Graphic Arts Industry, Inc. This honorary award is presented to individuals employed in Government service to encourage and stimulate an interest in the field of printing and publishing.

ANNUITY INCREASES EXPECTED . . . Federal workers who retire before February 28 are expected to receive an annuity increase of at least 4 per cent, effective March 1. Present retirees would also receive this increase, but Federal workers who retire after February 28 will not get it. Under the law, Federal annuities are increased automatically when two conditions are met: (1) the cost of living index rises at least 3 per cent from its level at the time of the last annuity increase; and (2) the higher level is maintained for at least three months. In October the index was up 3.3 per cent and the plus-three per cent level continued in November. If this new level is maintained through December, then by law the Federal annuity raise will become effective March 1 and will be reflected in checks received April 1.

AIRPORTS AND THE HANDICAPPED . . . An Advisory Circular on how ramps, railings and other facilities at airports can be modified to accommodate the physically handicapped air traveler was recently issued by the FAA. The circular discusses such items as movement about the airport, signs and signals, rest room facilities and the availability of conveniences such as drinking fountains and telephones.

LEAVE YEAR ENDS JANUARY 11 . . . Just a quick reminder that January 11, 1969, marks the end of the leave year. At that time any annual leave exceeding the amount authorized to be carried forward will be forfeited.

TURBULENCE RECOMMENDATIONS STAND . . . The best operating techniques an airline pilot has available when encountering severe storm turbulence are in general the same as those which are in current use, according to a report just published on a joint turbulence study by the FAA and the U. S. Naval Air Development Center, Johnsville, Pa.

PATENT COUNSEL TO SPEAK . . . FAA's Patent Counsel, Nathan Edelberg, will speak on DOT's patent and data policies and practices at a symposium on patent practices to be held this month at the Airport Marina Hotel in Los Angeles. The symposium, sponsored by the Federal Bar Association, will examine patent and data practices of government agencies.

RULE-MAKING SUMMARIZED . . . The FAA issued Amendment 77-8, effective immediately, to revise the reference to the form on which notices of proposed construction or alteration are filed to reflect the new form number and correct an editorial error; issued Amdt. 63-9, effective January 17, 1969, to authorize issuance of special purpose flight engineer certificates to qualified holders of current foreign flight engineer licences issued by contracting states to the Convention on International Civil Aviation; issued Notice 68-35 proposing to amend Parts 43, 121, and 127 FARs with regard to content, form and disposition of maintenance and related records required to be kept by air carriers and commercial operators of large aircraft and helicopters. (Comments due on or before March 20, 1969).

LONG-TERM TRAINING PROGRAMS . . . Washington Headquarters had only four nominations for the two long-term training programs for which submissions were due in November. Washington Headquarters personnel interested in being considered for and those supervisors interested in nominating an employee for consideration for the Princeton Fellowship, ICAF, Air War College, Fellowship in Congressional Operations, Air Transportation System Specialist Program, Brookings Fellowship, or Alfred P. Sloan Fellowship are reminded that January 3, 1969, is the date on which nominations should be in the Training and Career Development Branch, HQ-130.

TRAINING REQUIREMENTS . . . All Offices and Services in Washington Headquarters have been requested to submit the summary of their training requirements for FY 70 and for BY 71 to the Training and Career Development Branch, HQ-130 by January 13, 1969. Now is the proper time for employees who need or desire agency and/or agency-sponsored training courses to discuss training with their supervisors and make sure their needs are included in the requirements to be submitted through their Administrative Officer to HQ-130.

AWARDS AND REWARDS . . . NASPO has presented the following awards: Outstanding Performance Ratings - James Childers, Marvis Koller, Donald Schneider, Leroy Anderson; Sustained Superior Performance - Ruby Shantz; Special Service Award - Allan Truax.